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No. 21,946 號陸拾肆百玖仟壹萬式第 日叁初月拾辰戊 HONG KONG. WEDNESDAY, NOVEMBER 14th, 1928. 叁拜禮 日肆拾月壹拾年八廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE.

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Kowloon Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10
Yau Ma Tei Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	5.69	6.94	8.19
Shatin Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	5.81	7.06	8.31
Tai Po Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	7.60	8.85
Market Dept.	7.30	8.55	10.20	11.45	13.10	2.35	4.10	5.35	6.60	7.85	9.10
Wailing Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.10	5.35	6.60	7.85	9.10
Shing-shi Dep.	7.35	9.00	10.25	11.50	13.15	2.40	4.15	5.40	6.65	7.90	9.15
Sham-chun Arr.	7.41	9.06	10.31	11.56	13.21	2.46	4.21	5.46	6.71	7.96	9.21
Canton Arr.	7.40	9.05	10.30	11.55	13.20	2.45	4.20	5.45	6.70	7.95	9.20

DOWN TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Canton Dep.	8.00	9.25	10.50	12.15	1.40	3.05	4.30	5.55	7.20	8.45	9.70
Sham-chun Dep.	8.15	9.40	11.05	12.30	1.55	3.20	4.45	6.10	7.35	8.60	9.85
Wailing Dep.	8.25	9.50	11.15	12.40	2.05	3.30	4.55	6.20	7.45	8.70	9.95
Market Dept.	8.40	10.05	11.30	12.55	2.20	3.45	5.10	6.35	7.60	8.85	10.10
Tai Po Dep.	8.55	10.20	11.45	13.10	2.35	4.10	5.35	6.60	7.85	9.10	10.35
Shatin Dep.	9.10	10.35	12.10	13.35	2.50	4.25	5.50	6.75	8.00	9.25	10.50
Yau Ma Tei Dep.	9.25	10.50	12.25	13.50	3.05	4.40	6.05	7.30	8.55	9.80	11.05
Kowloon Arr.	9.30	10.55	12.30	13.55	3.10	4.45	6.10	7.35	8.60	9.85	11.10

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3.00 P.M. "WING ON" do.
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(Sundays Excepted)
2.00 P.M. "SUI AN"
(Sundays Excepted)

EXCURSIONS TO MACAO.

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SUNDAY, 18th NOVEMBER, 1928.

8.00 A.M. "SUI AN" 4.00 P.M. "SUI AN"
9.00 A.M. "TAISHAN" 5.00 P.M. "TAISHAN"

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27 THRILLING YEARS.

INSPECTOR MCINTYRE OF THE C.I.D.

SECRET SERVICE EXPLOITS.

WESTCLIFF-ON-SEA.

Secret-service exploits of the
Foreign Branch at Scotland Yard
were described to a pressman by
Inspector McIntyre, who is living in
retirement here after 27 thrilling
years spent in hunting international
criminals.

Inspector McIntyre was associated
in various cases with Mr. F. J.
Sims, who from 1880 until 1921,
was principal assistance in the de-
partment of the Director of Public
Prosecutions.

Inspector McIntyre came from
Argyllshire, his birthplace, at the
age of 19 in 1881 to join the Metro-
politan Police as a uniformed con-
stable. He speaks French and
German fluently, and has a know-
ledge of Dutch and Italian; yet
to-day, at the age of 96, after years
of service on secret commissions
abroad, he still retains his native
dialect.

Apache Attack.

An Apache attack in a London
street provided perhaps the most
perilous moment in Inspector Mc-
Intyre's life. Two of the worst
types of the Parisian underworld
had come over to London, and they
were seen by Inspector McIntyre in
the act of committing highway ro-
bbery with violence in Charlotte
Street, off Tottenham Court Road.

"I happened to be in the district
on another inquiry when the attack
occurred," Inspector McIntyre told
me, and then he added simply, "I
arrested them. Both were notori-
ously dangerous men. Each was
sentenced to ten years at the Old
Bailey."

"The Recorder, Sir Forrest
Fulton, directed that I should give
my evidence in French, so that the
prisoners could understand. Num-
erous convictions were recorded
against them in France, and sub-
sequently extradition proceedings
were taken."

Bank-note Forgeries.

"I have been to France, Ger-
many, Holland, and Russia after
murderers, note forgers, and fraudu-
lent bankrupts. On one occasion I,
with Sergeant Wegner, arrested five
foreign Jews on a charge of forging
Austrian bank-notes. Two of them
were acquitted at Bow Street, and
Wegner and I took the other three
to Hamburg, where they were hand-
ed over to the German police and
afterwards to the Austrian police at
an Austrian seaport."

"I arrested another notorious
French bond forger at Gravesend
and took possession of forged bonds
with all the apparatus for printing
and forgery. He was handed over
to the French authorities at Bou-
logne and did a long term of im-
prisonment."

"A silver tea and coffee service,
and a silver salver were presented
to Inspector McIntyre by the
Austro-Hungarian Government in
1909 in recognition of his services
to that country."

Apart from numerous inquiries
for the Treasury concerning bonds
stolen abroad and negotiated in this
country, Inspector McIntyre was
sent on a special secret mission to
Algiers in connection with the last
Royal Commission on the Metro-
politan Police in 1909.

Blackmail Charges.

"Allegations of blackmail were
then made against the police," said
Inspector McIntyre, "by a French
woman and her so-called husband."
"I remained in Algiers for three
weeks, and made inquiries concern-
ing the character of the woman and
her alleged husband. I was also
sent to Paris on the same inquiry."
"Sir Edward Henry, who was
then the Commissioner, told me that
the result of my inquiries had saved
the reputation of the Metropolitan
Police."

"Another exciting experience
which befell me as a young sergeant
was when a van loaded with silver
ingots was stolen from King's
Cross. I was acting under Chief
Inspector Henry Moore and Chief
Inspector Conquest when we re-
covered all the silver ingots in a
van just by Bow Church one night
after a struggle."
(Continued on next column).

Ladies!

On Friday next,
fold the Woman's Page, diplomatically,
for the men to see it.

[L.A. 12]

CONFESSION OF A WIFE.

JUDGE AND A MAN "BESIDE HIMSELF."

Mr. Edgar Willoughby Lethe, a
chemist of Melville-road, Sheffield,
petitioned for the dissolution of his
marriage on the ground of alleged
confessed adultery between his wife,
Jessie Beatrice, and the co-respon-
dent, Mr. Herbert James White-
head.

Lord Merivale, giving judgment,
said there had been practically ten
years' delay in bringing the pro-
ceedings. During that time the
wife seemed to have conducted her-
self decently, living with her
mother and having practically the
charge of the child of the marriage.

"Distracted and Frantic."

Mr. Lethe and his wife were mar-
ried in 1913, and in 1918 she con-
fessed an adulterous intimacy
with the co-respondent. That
disclosure shocked the husband
very much and made him
what had been described as
"distracted and frantic." He was
not a man of robust health, and
although when in an extreme state
of indignation he consulted a soli-
citor, he (Mr. Lethe) took so violent
a view of the situation that the
solicitor came to the conclusion that
he could not take proceedings in
the direction the husband desired.

The solicitor having to deal with
a man "beside himself" and a wo-
man who had admitted her guilt,
a deed of separation was drawn up
to last for six months when the
whole circumstances were to be re-
considered.

Threatened By Husband.

There had been no cohabitation
between husband and wife. The
co-respondent had also admitted the
charge of adultery, and his life was
threatened by the husband. Peti-
tioner also made a violent attack
upon the man, yet the co-respondent
took no legal action. Only a few
months ago the co-respondent for
the second time admitted the offence
which took place as long ago as
1918.

Prima facie, added Lord Mer-
ivale, the agreement entered into
between husband and wife could be
held to have been condonation.
But after hearing the evidence he
held there had been no collusion
in the sense of it; providing a bar
to the granting of a divorce decree.

As to the delay on the part of the
husband in bringing proceedings,
that was within the discretion of
the court, and in all the circum-
stances Mr. Lethe would be granted
a decree nisi with costs against
the co-respondent.

"We arrested the two men in the
van. Afterwards we dug up about
six or eight ingots that were buried
in a back garden at Dalston.
Ultimately all the silver was re-
covered. Three men altogether
were arrested and all received long
terms of penal servitude."

"D. S. Windell."

"Another case on which I was
employed was the fraud on the
London and South-Western Bank
by 'D. S. Windell.' I spent 14
days in Brussels for that. Bernard
Robert, otherwise Davitt Stanley
Windell, was arrested in Madrid."

"He was found guilty, and he
and a clerk in the bank who plan-
ned the forgery were both sentenced.
The clerk was sentenced to seven
years' penal servitude and Robert
to 18 months' imprisonment with
hard labour."

Inspector McIntyre was chosen
for special duty at Dover, Le
Havre, Cherbourg, and Bremer-
haven, Germany, and on his retire-
ment from the C.I.D. in 1909 he was
appointed the first inspector of
massage and employment agencies
under the London County Council.
He retired under the age limit last
year.

DIARY OF EVENTS.

Today. (November 14th.)

Whist Drive Seamen's Institute.
University Medical Society Meet-
ing, Lecture on Local Anaesthesia
Union Assembly Room, 5 p.m.

Lawn Bowls: Recreation H.E.
and Party, 4 p.m.

Football:—Mid-week League:
Chinese v. P.W.D. Chinese, Hung
Kui School v. Police, South China
v. Lam Long Wan.

Queen's Theatre: "The Latest
from Paris."

World Theatre: "Women Love
Diamonds."

Star Theatre: "Her Love Story."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel,
8 p.m.

Principal Mails.—Outward:
Europe via Siberia (Yunnan), 1.30
p.m.

Thursday. (November 15th.)

Hockey: Y.M.C.A. 2nd XI. v.
Recreation 2nd XI.

Extraordinary General Meeting,
R.A.O.B. Club, 6 p.m.

Bridge Drive Y.M.C.A., 9 p.m.

Entries close for C.R.C. Open
Mixed Doubles.

Billiards League: K.O.S.B. v.
R.A.C. & F.O. Club, 8 p.m.

R.C. Land Police v. Garrison Mess,
Queen's v. Dockyard.

Queen's Theatre: "A Certain
Young Man."

World Theatre: "Rough House
Rose."

Star Theatre: "Matinee Ladies."

Tea Dances: H.K. Hotel, 4.30 p.m.

Dinner Dance: St. Francis Hotel,
8 p.m.

Friday. (November 16th.)

Christian Fellowship Meeting,
Helena May Institute, 10.30 a.m.

"The Sport of King's" H.K.
A.D.C., Theatre Royal, 9.15 p.m.

Dinner given by Japanese Consul
General, Hong Kong Hotel.

Chess: Kowloon Chess Club v.
H.M.S. Hermit.

Queen's Theatre: "A Certain
Young Man."

World Theatre: "Rough House
Rose."

Star Theatre: "Matinee Ladies."

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.

Dinner Dance: St. Francis Hotel,
8 p.m.

Saturday. (November 17th.)

"Fun of the Fair," Lee Gardens.

Cricket:—First Division: Craigh-
gower v. C.S.C.C. (L), I.R.C. v.
R.C.A. (L). Second Division:
Craighgower v. C.S.C.C. (L),
I.R.C. v. K.C.C. (L).

Queen's Theatre: "A Certain
Young Man."

World Theatre: "Rough House
Rose."

Star Theatre: "Matinee Ladies."

Tea Dances: H.K. Hotel, 4.30 p.m.

Dinner Dances: King Edward
Hotel, 8 p.m.; St. Francis Hotel, 8
p.m.

Sunday. (November 18th.)

24th After Trinity.

Golf: St. George v. St. Andrews,
Farling.

Monday. (November 19th.)

Ladies R.C.: Ladies Open and
Men's Club, Championships singles.

Tea Dances: H.K. Hotel, 4.30
p.m.; King Edward Hotel, 5 p.m.

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1929

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of the LEGISLATIVE COUNCIL
for the Session 1927.

Revised by Members.

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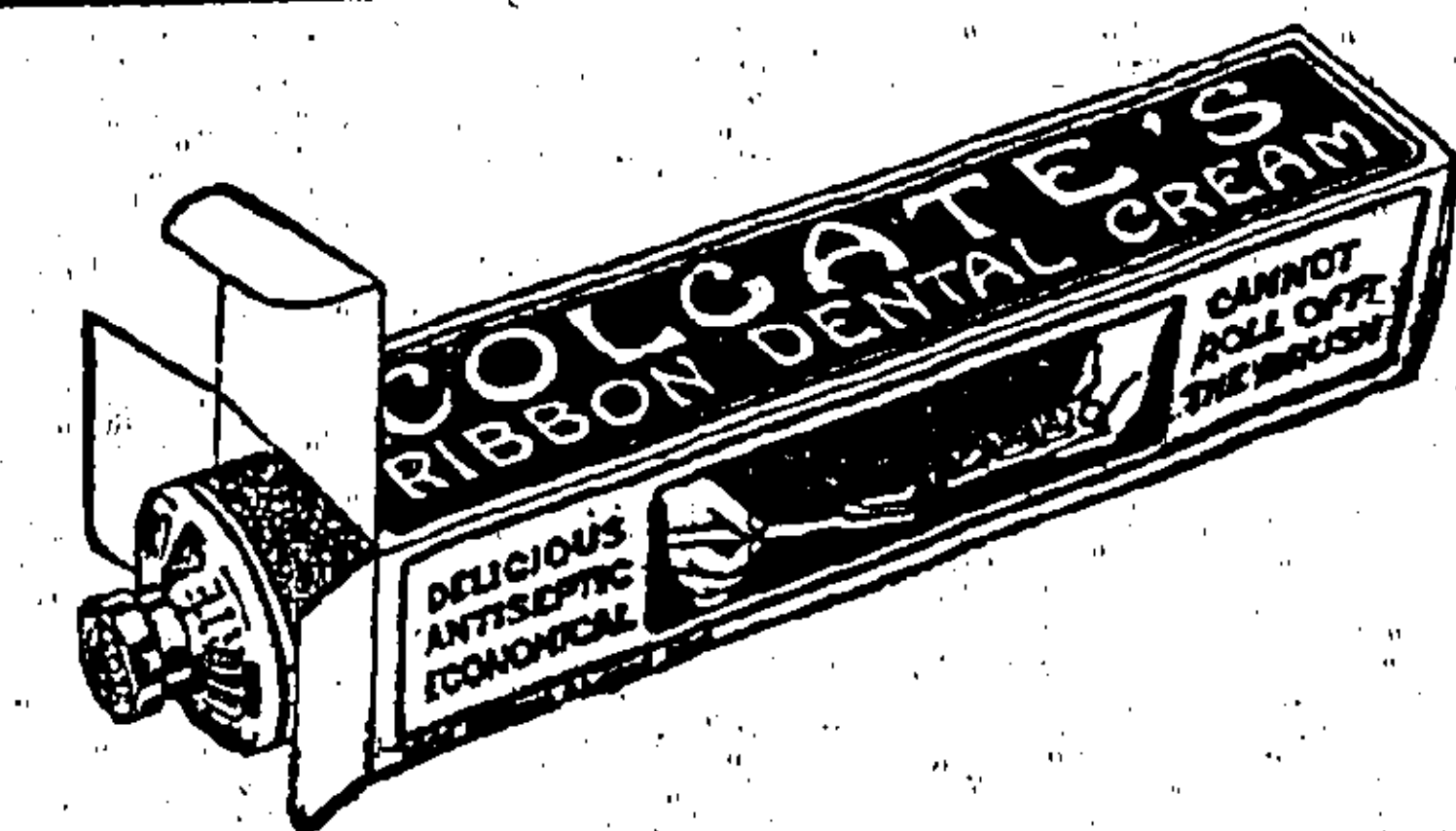
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to be kept in a pond?"

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it is
refreshing
and
invigorating.

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HONG KONG.

Money and Markets

ANHWEI PIECE-GOODS DEALERS ON STRIKE.

SEQUEL TO ANTI-JAPANESE BOYCOTT.

According to a report received from Anhwei yesterday, piece-goods dealers there are on strike as a protest against being refused permission by the Nanking Government to handle Japanese piece-goods. The dealers, numbering over 1,000, called on the Chief of Police on November 11th and asked for police protection against the measures adopted by the pickets of the anti-Japanese Boycott Society. When assistance was refused, the dealers decided to close their shops, and have refused to do any business even in native cloths or piece-goods of European origin. In sympathy with their action, the dyemercants have also suspended business. The strike is expected to spread among dealers in other commodities. The merchants are determined to show the Government that they will not tolerate any outside interference with their lawful trade. As a result of this strike, the dye and piece-goods markets in Shanghai have been affected. Anhwei is a port on the Yangtze between Nanking and Wuhu.

HONG KONG BUSINESS.

DEALINGS IN FOOD STUFFS.

Business done in Hong Kong on November 13th in rice, sugar, and other foodstuffs included the following transactions:—
Luk Tan Tao white Siam rice 310 bags at \$7.25
Hung Tsuk Kau white long rice 350 bags at \$7.08
Red Fan white glutinous rice 300 bags at \$7.16
Blue Seal broke glutinous rice 213 bags at \$6.58
Wu Muk King white rice 400 bags at \$6.45
Green Dragon big white rice 100 bags at \$6.21
Red Seal No. 3 White rice 230 bags at \$6.59
Blue Seal broken white rice 180 bags at \$6.57
Black Seal No. 1 powdered white rice 200 bags at \$6.33
Fine powdered candy 130 bags at \$8.30
No. 24 coarse powdered candy 300 bags at \$5.45.

CANTON MARKET REPORTS.

COTTON YARN.

November 12th.
Per Bale.
No. 10 Sailing Vessel \$275
Lotus Bees \$265
Peacock \$272
Yan Chung \$272
No. 12 Foo Kwai \$284
Golden City \$288
Foo Hee \$283
Pretty Damsel \$273
No. 20 Sheung Cheung \$330
Yan Chung \$329
Ng Fuk \$307
Po Yee \$316
Golden City \$330
Globe \$324
No. 18 Po Ting \$306
Globe \$440
No. 32 Pagoda and Stag \$456
No. 42 Poon Hee \$316
Variegated, Butterfly \$525
No. 6 Lion (1st grade) \$225
Lion (2nd grade) \$106

JAPAN COAL INDUSTRY.

OWNERS TO CONTINUE RESTRICTION.

Japanese coal producers will restrict the output of coal to 27,200,000 tons next year, maintaining the present ratio of curtailment, 0.7 per cent.

The Japan Mine Operators' Association on October 31st called a directors' meeting, when it was agreed to urge the mine-owners to continue the restriction for next year. An extraordinary meeting of the members of the association will be held in the middle of December, when the final decision as to next year's restriction will be made.

According to the new rule for output reduction, no curtailment is to be made in the newly-opened mines this year, but they should observe the restriction next year.

Following are the tentative ratios of curtailment of each mine:—

Member producers of Chi-kuho Association	Tons.
Member producers of Hokkaido Association	1,093,000
Member producers of Ube Association	6,144,000
Member producers of Kasuya Association	2,238,000
Member producers of Prefectural Association	1,400,000
Member producers of Sagami Association	796,000
Member producers of Matsushima Mining Co.	2,091,000
Member producers of Takashima Mines	399,000
Member producers of Matsushima Mines	709,000
Member producers of Matsushima Mines	316,000
Member producers of Matsushima Mines	111,000
Total	27,200,000

TRADE IN RUSSIA.

IMPROVING GENERAL CONDITIONS.

In an interview with Press men in Tokyo at the office of the U.S.S.R. a few days ago, Mr. P. V. Anikeeff, the U.S.S.R. trade commissioner in Japan, made the following statement:—

"Having just come back from U.S.S.R. I am now happy to meet the representatives of the Press and will gladly share with you some of my impressions."

"In our country constructive work of high scale is going on. A large number of new buildings are erected in Moscow and other cities. Many new works and factories are built and have already started working, the construction of the Turkestan-Siberia railway is steadily pushing on, big work has been accomplished for the construction of the Dniepr electro-station, new works and new stations are planned. For this year the Government proposes to allow for extensive building over 2 billion rubles."

"All this requires an enormous outlay of human energy, of scientific and technical forces. Many difficulties will be met on the way, but we hope to break through them, as we did in the past."

"During the first months after the harvest there were some hardships with the supply, owing to the untimely transport to the principal centres of grain. In spite of the fact, that in general the crops of this year are even a little higher than last year. These difficulties have arisen owing to the fact that we had a good harvest in places situated far from railways. But at the time of my departure from Moscow these hardships were almost overcome, and the supply of the cities was nearing a normal state."

Soviet-Japanese Economic Relation.

"I profited by my sojourn in U.S.S.R. not only for resting, but also for the information of our governmental, economic and social organizations about the economical state of Japan and our mutual trade relations." At Vladivostok, Khabarovsk and at Moscow I made some reports, which were attended by all who take an interest in Japan in general, as well as by those who are connected with Japan by business relations. I am very glad to note the immense interest shown on the part of these persons and organizations towards Japan. Our economic organizations expressed the wish to extend the operations between the Trade Representation and Japan still more, talked of their intention to increase their purchases from Japan simultaneously with the increasing of Soviet exports into Japan."

"When speaking of the increase of purchases from Japan, they remarked with regret that upon a series of goods and particularly of technical equipment and transport, the conditions of purchase in Japan are not as favourable as in other countries. They all expressed the hope that Japanese business circles will agree to a further extension of credit and increase of terms."

"Everyone was satisfied with the results of the work of the Trade Representation of the past year, which caused an increase of transfers at 80 per cent. in comparison with the last year. Then we had a transfer of 18.4 million yen, and in the year 1927-28 our transfer reached 30 million yen."

HAWAIIAN SUGAR OUTPUT.

RECORD FIGURES EXPECTED.

HONOLULU, Oct. 2nd.
Hawaii's sugar output in 1928 will exceed 800,000 tons, the largest production in any one season in the history of the islands.

Estimates from plantations where grinding is unfinished, coupled with actual output reports from others, places the 1928 crop at 893,140 tons as a minimum estimate.

This estimate exceeds by 81,816 tons the "banner" output of Hawaii in 1927.

Estimates and actual production figures of plantation agencies are as follows:—

	Tons.
American Factors	260,000
C. Brewer & Co.	217,031
Alexander & Baldwin	180,847
Castle & Cooke	118,588
T. H. Davies & Co.	72,500
F. A. Schaefer & Co.	21,000
Waterhouse Trust Co.	16,024
J. M. Dowsett	5,500
F. L. Waldron, Ltd.	4,400
Hawaiian Pineapple Co.	161
Total	893,140

More than half the plantations have finished grinding.

HONG KONG WOMEN'S GUILD

and

MINISTERING CHILDREN'S LEAGUE.

FUN O' THE FAIR

will be held

at

LEE GARDENS

(by courtesy of the executors of the late Mr. LEE HYSAN)

ON

SATURDAY, NOVEMBER 17th.

EXTRA SPECIAL ATTRACTIONS THIS YEAR!

Four Military Bands, Side Shows, and Dancing.
Chute, Coco-nut Shies, Aunt Sally, Shooting
Gallery, Roll Bowl or Pitch, and Billiards
Competitions.

Candy, Tea, Coffee, Ice Cream, Cigarettes,
and Mineral Water Stalls.

Raffles, Bran Tubs, Fish Pond, Lucky Dips,
and all manner of Fancy Goods and
Toy Stalls.

Roll Up Lasses! Roll Up Lads!

TROUBLE ON TOKYO RICE EXCHANGE SETTLED.

DIRECTOR TO RETIRE.

The trouble on the Tokyo Rice Exchange, which was closed for some days in consequence of big fluctuations and impossibility of settlement, was settled on October 31st, favourable to both bull and bear operators. Unliquidated 970,500 koku rice, held by Takagaki and other purveyors to the Government, was delivered. The sum of ¥1,093,000 has been received by the sellers, with the aid of the Mitsubishi, Dai-ichi, Kawasaki, and Yamaguchi Banks.

This was the highest record volume of delivery ever conducted on the Tokyo Rice Exchange. Mr. Miura, chief director of the Tokyo Rice Exchange, tendered his resignation on October 31st after the completion of delivery, assuming responsibility for the closure of the exchange. The directors of the Tokyo Rice Exchange will endeavour to persuade him to withdraw his resignation.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]	Rupee, Nov. 12th.
Paris	124.10
New York	4.94 13/16
Brussels	34.80
Geneva	25.20
Amsterdam	12.07 1/2
Milan	92.55
Berlin	20.38
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.49
Prague	153
Helsingfors	193
Madrid	30.075
Lisbon	375
Athens	605
Bucharest	5.68/64
Rio	47.15/32
Buenos Aires	1/11.1/32
Pompana	2/7 1/2
Shanghai	Holiday
Hong Kong	Holiday
Silver (spot)	26 1/2
Silver (forward)	26 1/2

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

NOVEMBER 13th, 1928.	
H.K. Banks	£1,320 buy, 1,330 sel.
Do, London	£211 nom.
Chartered Bank	£222 buy.
Mercantile Bank, A.S.B.	£234 nom.
Do, O.	£214 nom.
P. & O. Bank	£234 nom.
East Asia Bank	£277 buy.
Union Insurance	£305 nom.
North China Ins.	£323 sel.
Yangtze Insurance	£160 buy.
China Underwriters	£324 sel.
China Fire Insurance	£324 sel.
Hong Kong Fire Ins.	£303 sel.
Douglases	£384 nom.
H.K. Steamboats	£204 nom.
H.K. Tugs	£160 nom.
Indo-China (Pref.)	£324 buy.
Do, (Def.)	£174 buy.
Shall Transport	£234 buy.
Waterworks	£234 buy.
Banquet	£234 buy.
Kailan Mining Assn.	£75- nom.
Langkate (combined)	£11 nom.
Do, (single)	£11 nom.
Shai. Explorations	£11 nom.
Shanghai Loans	£11 nom.
Do, (new)	£11 nom.
Do, (old)	£11 nom.
H.K. & S. Hotels	£3.95 buy, 9.05 sel.
H.K. Land	£37 nom.
Shanghai Land	£128 buy.
Humphreys Estate	£154 sel.
H.K. Real Estate	£81 nom.
H.K. Tramways	£314 sel.
Peak Tram (old)	£15 buy.
Do, (new)	£30.50 nom.
Star Ferry	£371 nom.
China Light	£13.40 sel.
Do, (new)	£13.30 sel.
Do, (1928 issue)	£13.20 sel.
H.K. Electric (old)	£52 buy.
Do, (new)	£52 buy.
Macao Electric	£24 buy.
Do, (new)	£24 buy.
Do, rights	£5.65 nom. x rights
Do, rights	£3 buy.

JAPAN'S COTTON INDUSTRY.

INCREASED NUMBER OF SPINDLES.

The number of spindles in Japan on September 1st was 6,114,932, showing a gain of 873,739 spindles on July 1st, 1928. The number of spindles on September, compared with that on July 1st, 1928, for leading spinning mills follows:—

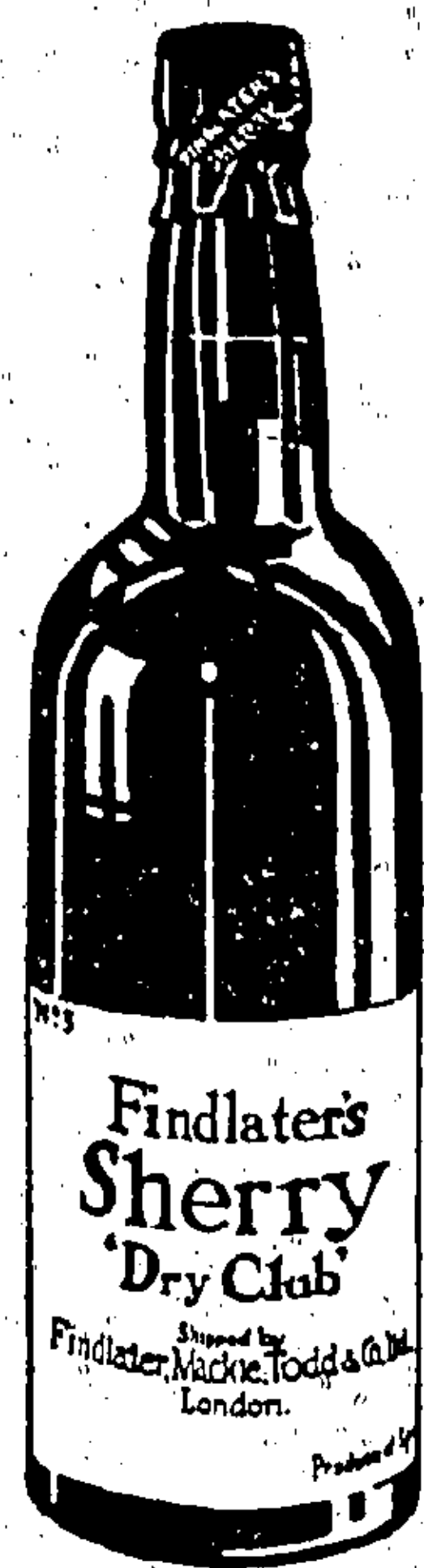
Mills.	Number on Sept. 1st, 1928.	Gains over July 1st, 1928.
Dai Nippon Spinning	702,688	30,925
Toyo Spinning	731,432	60,740
Godo Spinning	387,104	45,464
Fukushima Spinning	231,510	32,372
Osaka Hosier	91,124	22,800
Kinkawa Spinning	125,292	47,280
Kishiwada Spinning	203,892	31,900
Wakayama Spinning	126,472	30,800
Utsunomiya Spinning	68,704	23,504
Izumo Spinning	68,448	33,552
Toyoda Spinning	57,424	23,344
Kikui Spinning	62,428	23,800
Nishin Spinning	388,739	93,144

China Buses	£11 buy.
Singapore Tractors	£12- nom.
Do, (Pref.)	£18/3 buy, 19/3 sel.
China Sugars	£1 nom.
Malayan Sugars	£221 buy.
Osaka Tea	£31 nom.
Cement (combined)	£29 sel.
Do, (old)	£31 nom.
Do, (new)	£13.50 nom.
H.K. Rope (old)	£7.75 nom.
Do, (new)	£7.75 nom.
United Asbestos	£5 nom.
Dairy Farms	£22.50 buy, 23 sel.
Watsons	£24 sel.
Der A Wings	£20.70 buy.
Loose Crawford	£205 nom.
Mackintoshes	£29 buy.
Sincere	£29 buy.
Wm. Powells	£3.65 buy.
H.K. Amusement	£23 sel.
H.K. Construction	£14 buy.
H.K. Indus. G.Bonds	£67 buy.
H.K. Govt. Loans	£4 prep. nom. buy, — buyers; sel. — sellers; sa. — sales; nom. — nominal.

FINDLATER'S

'DRY CLUB' SHERRY

A LIGHT MEDIUM WINE, WHICH HAS ESTABLISHED ITSELF AS FIRM FAVOURITE IN MANY LEADING CLUBS OF THE WORLD.



Stocked by—

THE WING ON CO., LTD.

THE SUN CO., LTD.

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NAM HING LOONG

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KWAN TYE

HUNG CHEUNG, Kowloon.

THE EMPRESS STORE, Kowloon.

RAHIM'S STORE, Shamshu.

ALSO AT THE PRINCIPAL HOTELS AND CLUBS.

SUGGESTION—

LADIES APPRECIATE THEIR DINNER BETTER AFTER A GLASS OF FINDLATER'S "DRY CLUB" SHERRY, THAN AFTER A COCKTAIL.

Distributors—GILMAN & Co., Ltd.

PREVALENCE OF MALARIA?

PREVENTIVE STEPS TAKEN.

"A PEAK CASE—LONG TIME TO DEVELOP."

That the Government is taking steps to combat malaria in the Colony by reconstruction of various nullahs was announced at the Sanitary Board Meeting yesterday afternoon in reply to questions asked by Dr. W. V. M. Koch.

It was also stated that Surgeon-Commander Given, R.N., had advised against any hasty abandonment of well tried methods, until he has had time to make a more adequate investigation of local conditions.

Dr. Koch asked:—

"Will the Head of the Sanitary Department inform the Board whether steps are being continuously taken towards the problem of Malaria, Prevention and Elimination? If so, what steps have been taken recently and to what extent?"

Mr. Sayer: Yes. For the routine work of this Department, I would refer the members to my predecessors' replies to similar questions given on April 3rd last. The following statement of nullah training in progress or completed during the current year has been provided by the Director of Public Works:—

(a) Reconstruction of Wong Nei Cheong nullah, sections 3 and 4.

(b) Training of nullah at Tung Wah Hospital site, Sookunpoo Valley.

(c) Training of nullah east of R.B.L. 102, Barker Road.

(d) Training of nullah, each of L.L. 2138, Conduit Road.

(e) Training of nullah north of R.B.L. 54, Mount Kellett, to a point of 200 feet below the main sewer.

(f) Training of nullah west of L.L. 2429, Conduit Road.

(g) Extending wall of Sing Woo Road nullah, and other contingent works, Wong Nei Cheong.

(h) Training of nullah between R.B.Ls. 194 and 198, Pokfulam.

No Hasty Steps!

Dr. Koch: As presumably the authorities are in possession of the report by Surg. Commr. Given, R.N., on the 'Prevalence of Malaria in the Colony,' may we be informed whether any action has been taken in accordance with his recommendations. If so, what steps have been taken?—if not why, have steps not been taken?

Mr. Sayer: The report referred to has been read with interest by the Medical Officer of Health. The writer whose stay in the Colony did not exceed a fortnight, advised against any hasty abandonment of well tried methods as a result of his conclusions, until a much more adequate investigation of local conditions was made. The Medical Officer of Health accepts that advice.

Dr. Koch: Is the Department aware that in the pools and small streams alongside the road from the Peak to Pokfulam, malaria carrying mosquitoes have been found quite recently all the way down to the Pokfulam Reservoir; and that in the pools formed by the nullah running across Harlech Road anophelines are also to be found and that probably in consequence some cases of malaria have occurred, which can be traced to these sources, notably the case of an infant—will steps be taken, to deal with these sources of infection?

To Be Expected From Time To Time.

Mr. Sayer: It is assumed the road referred to is that leading from the Peak to Pokfulam. I would refer the members to my predecessor's reply of May 1st. A search was at that time made and anophelines were not found.

I am advised that the presence of potential malaria-carrying mosquitoes in the streams which cross this road and also in the streams and nullahs crossing Harlech Road may be expected from time to time. But having regard to the fact that this area, being a catchment for the Pokfulam Reservoir, is not available for residences, the risk of these potential carriers becoming actually infected and infesting human beings is not considerable. It will be observed that oiling is ruled out, for it would taint the reservoir, and any system of training is undesirable for a part from the great expense, there would be a great danger in the process of infecting large number of these potential carriers. In my view, therefore, the correct step is to leave the area untouched.

"A Long Time To Develop?"

Commenting on the last answer, Dr. Koch said that his information came from a man who was well acquainted with malaria-carrying mosquitoes. This informant had examined every bit of water in the area referred to and in every case he had found potential malaria carrying mosquitoes.

Dr. Koch then said that the Board was no-doubt aware that there had been malarial cases at the Peak recently and in one case a child of seven was attacked with the disease. He thought that malaria was carried to the Peak by these potential carriers from pools and small streams alongside the road from the Peak to Aberdeen.

CORRESPONDENCE.

THE HONG KONG MUSICAL SOCIETY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—For some years, this Colony has had the reputation of being apathetic towards Music, and many of the distinguished artists who have performed here have had exceedingly bad "houses." Sometimes the notice has been so short that many people have been booked for other engagements; at other times the advertising has been inadequate or the artist has not been sufficiently well-known to attract attention.

A Society has now been formed, called the Hong Kong Musical Society, the object of which is to stimulate interest in music and to give out by post information about recitals, etc., as soon as dates are fixed, to ensure a good attendance. I should like to emphasize that the Society will have no financial interest in any of the concerts to which it lends its support. There is no subscription, but members are expected to make every endeavour to come to good concerts.

To make this venture a success, it is necessary to have the names and addresses of everyone in the Colony who would like to receive the notices of concerts and I should appreciate it if you would allow me to appeal through your columns for the support of those interested.—Yours faithfully,

A. M. BOWEN-SMITH,
Secretary,
Princess Building,
Hong Kong, November 13th.

NO PLAY GROUND FOR WANCHAI CHILDREN.

LAND NOT AVAILABLE.

The hope of getting a play ground for Wanchai children appears to be a forlorn one judging from the Government's replies to Mr. J. P. Braga's questions asked at the Sanitary Board meeting yesterday afternoon.

Mr. Braga asked: "Attention having been drawn in the Press to the need for a children's playground at Wanchai, and in view of the approaching completion of the Praya East Reclamation, will the Government make known its plans regarding the allocation of any land for open spaces and recreation grounds in the Wanchai district? What provision has been made out of public funds to lay out and maintain a playground in the Wanchai district similar to those now available for children on the Peak and at Kowloon? If no scheme for a children's playground is yet in contemplation, will the Government consider the advisability, in the interest of public health, of reserving a site for recreation purposes to meet the pressing want of children of the working classes residing at Wanchai?"

Mr. G. R. Sayer: I am instructed by the Government to say that no provision has been made. The matter will be considered, but the Government has no land now available for the purpose.

BOY SCOUTS' ASSOCIATION.

BANNER COMPETITION RALLY.

The Rally postponed owing to inclement weather conditions on September 29th was successfully held on Saturday in the beautiful grounds of Headquarters House again kindly placed at the disposal of the Scouts.

The boys were put through various tests counting for marks towards the Annual Competition for the Prince of Wales Banner and fully appreciated the refreshments which followed.

The opportunity was taken to present "Thanks Badges" to H.E. Major General C. C. Luard, C.B., C.M.G., and Mrs. Luard as a mark of appreciation of their kindly support of the Scout movement here.

The badges were borne on a cushion by Troop Leaders Murphy of the Sea Scouts and Ki Hon Kit of 20th Group.

The Commissioner, the Rev. G. T. Waldegrave, explained that the presentation of a Thanks Badge is the only way in which a scout can acknowledge a good turn and it is the duty of any Scout observing this Badge to enquire if he can be of service.

The Scouts of Hong Kong are deeply indebted to H.E. Major General Luard and Mrs. Luard for many kindnesses and practical support and especially for the use of the grounds of Headquarters House on several occasions for rallies.

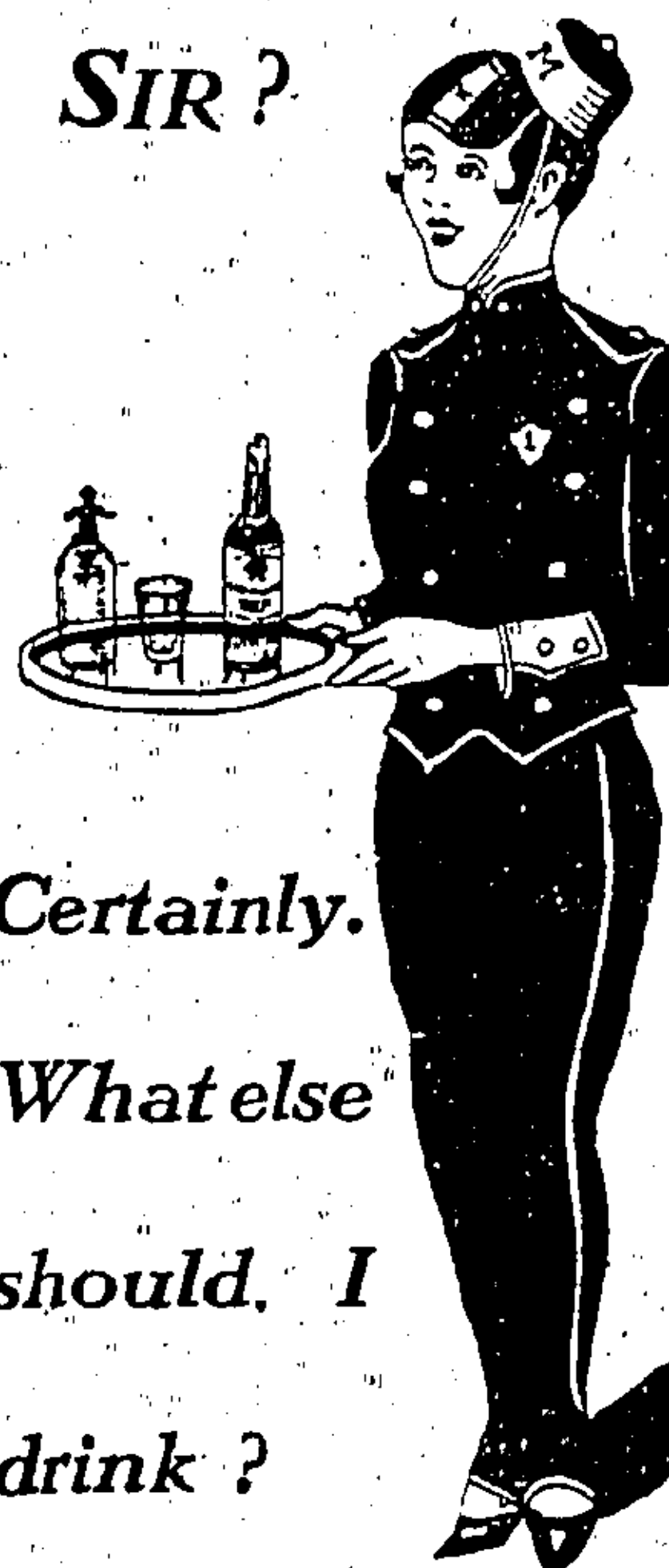
H.E. Major General Luard suitably acknowledged the gift and wished the Scouts success in the future.

Dr. Pope said that the seven-year-old child who had malaria had recently come to the Colony and must have brought it with her.

Dr. Pope: Then it must certainly have taken a long time to develop.

MARCHANT'S

SIR?



Certainly.

What else

should. I

drink?

MARCHANT'S Gold Label Whisky.

HATS, GOWNS & NOVELTIES.



"Felix."

7, ICE HOUSE STREET, HONG KONG.

TEL. C. 6294.

JACOBS' ROYAL AFTERNOON TEA BISCUITS
A daintily tempting assortment that makes tea-time a treat.
W. & R. JACOB & CO., Ltd. DUBLIN INELAND

THE NAVY'S CHOICE
Gates' ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.

Flowers have Feelings!
Come and learn the fascinating art of flower arrangement,
Ike Bana
as practised by the Flower-loving Japanese.
For classes or private lessons address enquiries to
Mr. Wada,
Tokyo Hotel,
83, Connaught Road Central.

QUEEN'S THEATRE.
SPECIAL PRESENTATION OF THE EPIC MOTION PICTURE
THE
KING OF KINGS
THE STORY OF THE LIFE OF CHRIST.
Commencing
TUESDAY, Nov. 27th.
THREE PERFORMANCES DAILY
2.30, 6.00 and 9.15.

QUEEN'S THEATRE.
SPECIAL PRESENTATION OF THE EPIC MOTION PICTURE
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THREE PERFORMANCES DAILY
2.30, 6.00 and 9.15.

MARY ROBERTS RINEHEART'S famous novel transferred to the screen in a wealth of colour!
GLORIA SWANSON
in "HER LOVE STORY"
AN ALLAN DWAN PRODUCTION
With IAN KEITH and GEORGE FAWCETT
AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

Five Kings?
Yes—when the fifth is "KING GEORGE IV."
SOLE AGENTS:
GANDE, PRICE & CO., LTD.
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Norma Shearer
THIS fascinating picture is dedicated to the enterprising woman and to his equally up-to-the minute bobbed haired, short skirted competitor!
NORMA SHEARER plays the part of a charmingly self reliant modern young miss in a picture where love and business meet to the entertainment of every one!
The LATEST from PARIS
With **GEORGE SYDNEY** and **RALPH FORBES**
AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A DARING EXPOSE OF A LUXURY-MADAGE!
PAULINE STARKE
IN
WOMEN LOVE DIAMONDS
With **OWEN MOORE**
AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

A Need of the moment

For most men is sleeping suits for the cooler nights.

Those who require Pyjamas cut fully to ensure comfort, in soft but durable materials will find just what they want at Mackintosh's.



Ceylon Flannel, light weight in neat stripe designs. ... \$7.50 per suit
3 suits for \$21.00

Heavier weight in plain colours with contrast collars and cuffs. \$11.50 per suit
3 suits for \$33.00

WE ALLOW 10% DISCOUNT FOR CASH.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

DAIRY FARM NEWS

GAME

FIRST SHIPMENT OF THE SEASON

PHEASANT, COCK BIRDS ... \$1.50 EACH
HEN ... 1.10
WILD DUCK ... 1.00
TEAL DUCK50
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PIGEON40

SAME HIGH QUALITY.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

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GENTS OUTFITTING DEPT.
DRESS SHIRTS



Dress Shirts for full or dinner dress. Stiff and pleated Front.

Well cut and finished.

Made from excellent material.

PRICES:

\$5.50 to \$7.50

All Sizes in stock.

Dress Collars—Correct Style: \$6.50 doz.
Dress Bows, Gloves, etc.

LOWEST POSSIBLE PRICES NETT CASH.

GENTS OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

NEW UNIVERSITY HOSTEL.

FOUNDATION STONE LAYING OF RICCI HALL.

HIS EXCELLENCY PERFORMS CEREMONY.

TRIBUTES TO THE JESUIT FATHERS.

Eloquent speeches were made and cordial tributes paid to the Jesuit Fathers on the occasion of the foundation stone laying of a new Hostel for University students on the site of the old Fly Point Battery on Pokfulam Road just beyond the Ho Tung Workshop and in close proximity to the University buildings. The new institution will when completed be an imposing building and go under the name of Ricci Hall.

His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), who performed the ceremony, arrived on the site with Mrs. Southern and Capt. A. J. L. Whyte (A.D.C.). His Lordship Bishop Valterra, Rev. Father G. Byrne, and other Jesuit Fathers received the Government House party and were the hosts to tea provided under temporary match-sheds to a large number of those interested in education who were present.

The Band of the St. Louis Industrial School played the National Anthem on the arrival of His Excellency and at the close of the ceremony which was fixed for 5 o'clock in the afternoon. Other selections were given by the youthful musicians before the proceedings commenced and they received congratulations from those present.

His Lordship Bishop Valterra also addressed the gathering pointing out the value of schools controlled by the Jesuit Fathers and their influence and good example on behalf of Modern China. It was a matter of pride, he said, that the work started by Father Ricci three centuries ago was still being carried on by willing and worthy hands.

FATHER BYRNE'S ADDRESS.

CANNON GIVE PLACE TO THE HOSTEL.

Addressing the gathering, Father Byrne said:—

Your Excellency, My Lord Bishop, Ladies and Gentlemen.—At a time when the League of Nations and many other bodies are striving to find a way of abolishing war, it is a happy omen in Hong Kong that an old landmark, suggestive of war, is losing its military appearance. Our contractor, Mr. Lam Woo, can tell us that it was a tough job to move the old cannon from Fly Point Battery, but the old cannon has gone, and to-day we have come together to lay the foundation stone of a new University Hostel—Ricci Hall—the culture of peace is to replace the suggestion of war.

Like the existing hostels, the new one is called after a distinguished man. On the 5th September Matteo Ricci—(pronounced Ritchie)—arrived in an official junk at Peking. He was the first European to do so since Marco Polo. This was in the year 1582. At the time China was a sealed Empire to all foreigners. The efforts of Ricci to gain admission have been told and retold as a fascinating page in the history of missionary endeavour. He is described by a Chinese annalist: "A man with a curling beard and blue eyes, his voice like a great bell, was admitted to an imperial audience. He presented books, images, and other objects from his native country. He was intelligent, witty, and of manifold ability, understood our Chinese writings and could read whatever he had once glanced at."

Father Ricci And The Learned Of Peking.

We are inclined to forget that, even to-day, we must enter the galleries of the sixteenth century as pupils to learn from great masters such as da Vinci, Michael Angelo, Raphael or still more, perhaps, to forget our scientific debt to Kepler, Tycho, Brahe, Galileo, Vesalius. Ricci did more than move under the shadow of these great names, he was a pupil of Clavius of whom Galileo wrote: "I have had a long discussion with Father Clavius and with two other most intelligent Fathers of the same Jesuit Order."

We have compared notes and have found that our experiences tally in every respect. Father Clavius was called the "Euclid of the sixteenth century" and to the end was a personal friend of Galileo. Trained in such a school Ricci had no difficulty in becoming astronomer, physicist, geographer, watch-maker to meet many demands of the learned in Peking. He was a musician also, and composed eight melodies, with words teaching Christian morality. These, we read, became popular songs in the royal palace. But his greatest achievement was his mastery of Chinese literature and the facility, which he acquired of writing works on a wide range of subjects. In one of his letters he pays a high tribute to the culture of the Chinese, adding that they needed only the acquisition of Western Science to be the most erudite people on the globe.

It is difficult to see how a more fitting name could be chosen for a Hall in which it is hoped that the East and West will combine for higher studies.

Future Of Universities.

Writing in the *Comopolitan* two years ago, Mr. E. G. Wells said: "A time must come when Oxford and Cambridge, Yale and Harvard will signify no more in the current intellectual life of the world than the monasteries of Mount Athos or the lamaseries of Tibet do now."

In Hong Kong, as proved by the junction this afternoon following close on a similar one at Morrison Hall, we are more sanguine about the role of Universities and we should prefer to re-echo the words of Viscount Haldane that "to maintain the Universities of the country at a high level is an act of high patriotism on the part of the citizens." The word "Hall" has been consecrated to students' residential quarters. It is rather a colourless word which we should like to replace though we might find it difficult to do so. We hope that the "Hall" will be a home for the students. We should be afraid, however, to write "Home" over our portals lest octogenarians might be applying for a quiet resting place, or the Society for Prevention of Cruelty to Animals might become curious about our housing accommodation. There are six Halls in existence, three belonging to the University and three under the management of Missionary Bodies.

The very concept of University education makes it clear why there should be Halls differing in the facilities which they offer the student for the development of that side of his education, which does not enter into the curriculum of the lecture rooms. Newman, in his *idea of a University*, defines a University to be a place of teaching universal knowledge. He stresses the fact that its object is intellectual but hastens to add that moral formation is necessary for its integrity. Now a Hall under the management of a religious body provides, for the student who wishes to avail himself of it, the possibility of continuing *pursu* with his intellectual training the religious culture of his soul, and for those who believe in religion no educational claim can surpass this claim. It is for this reason that the Catholics of Hong Kong have for many years desired the erection of the hostel of which the foundation stone is laid to-day.

Bread And Butter Outlook.

From time to time the "bread-and-butter outlook" becomes strong in some section of a community and they grow restless, like Mr. Wells who by the way was trained in a University to which he must owe some of his literary style, because University graduates are to be found selling tea and sugar over counters. Some years ago we read of a man who, without any scientific training built up a big grocery business. On his death a member of a club which he used to frequent sarcastically remarked that the most fitting inscription for his tomb would be: "Born a Man, He died a Grocer." It was a hard word, but it was a neat way of expressing a profound truth. There are great possibilities in a human life. These possibilities are not expressed by anything outside a man, they are to be gauged by the culture of the man himself. A man may live in a glorious castle; yet his life may be empty because his mind is void of ideas and his will is not braced by ideals.

East and West have much to learn from each other. Hong Kong should be an ideal place for a happy interchange. Many students from the East have gone to the West. Complaints have been made that they have, in several cases, returned unsettled themselves and unsettling in their influence. There is no doubt that a change, in youthful years, from East to West is very radical; it may be disturbing. In Hong Kong both civilizations meet. It is the hope of those responsible for Ricci Hall that this meeting may be the source of "fragrant streams" flowing into rivers of peace and concord.

Thanks To Friends.

It is our happy task to thank all those who have been associated with us in many ways in the work of erecting this hostel. In the first place Bishop Valterra who invited us to Hong Kong and to those kindnesses we owe a debt of gratitude which we cannot repay; in the second place to the Vice-Chancellor of the University and the University Authorities for the beautiful site which they have put at our disposal and much helpfulness in other ways. In this connection I cannot omit to mention very specially H.E. Sir Cecil Clementi who has encouraged us from the start. To Messrs. Little, Adams and Wood we owe the design which we are sure will be admired, to Messrs. Lam Woo a keen interest in the construction.

Finally it is with sincere gratitude that we thank H.E. the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., for graciously setting aside the time, out a very busy programme, for our function this afternoon. Sometimes the public do not realise what a call upon the time and a strain upon the energies of an Officer in His Excellency's position these functions may become. So it comes to pass that if some organized Body acquire a new umbrella they think it natural that His Excellency should open it.

One little word about the band. Mr. Leong Hing Kee, who has catered for us this afternoon, had very kindly offered the orchestra of the Savoy Hotel. The offer was tempting; but we both agreed that the pleasure which would be yours, ladies and gentlemen, in realising what has been accomplished in the newly-opened St. Louis Industrial School, in ten months, by little boys who would otherwise be roaming the streets, would more than compensate for depriving you of a first-class orchestra.

VICE-CHANCELLOR'S SPEECH.

Mr. W. W. Hornell, C.I.E. (Vice-Chancellor of the University) spoke as follows:—

Your Excellency, my Lord Bishop, Ladies and Gentlemen.—Some two years ago, Father Byrne and another Jesuit Priest came to Hong Kong on a special mission.

The object of this mission was the expansion of the influence of the Church of Rome as an agent working for South China's good. I should not dare to suggest that, before he landed in Hong Kong, Father Byrne had never heard of this University. Very little goes on in the world but Father Byrne knows of it. But I have no reason for thinking that he had any particular interest in us. Certainly the establishment of a Roman Catholic Hostel to be associated with this University, though such a project had been mooted before, was not so far as I am aware, one of the ideas which Father Byrne came from Ireland to China to realize. At any rate he came and after brief interviews with H.E. the Chancellor and myself, supplemented no doubt by the advocacy of that good friend to the University, Bishop Valterra, he decided to throw in his lot with us. The result is this Hostel—Ricci Hall, the foundation stone of which His Excellency will lay this afternoon.

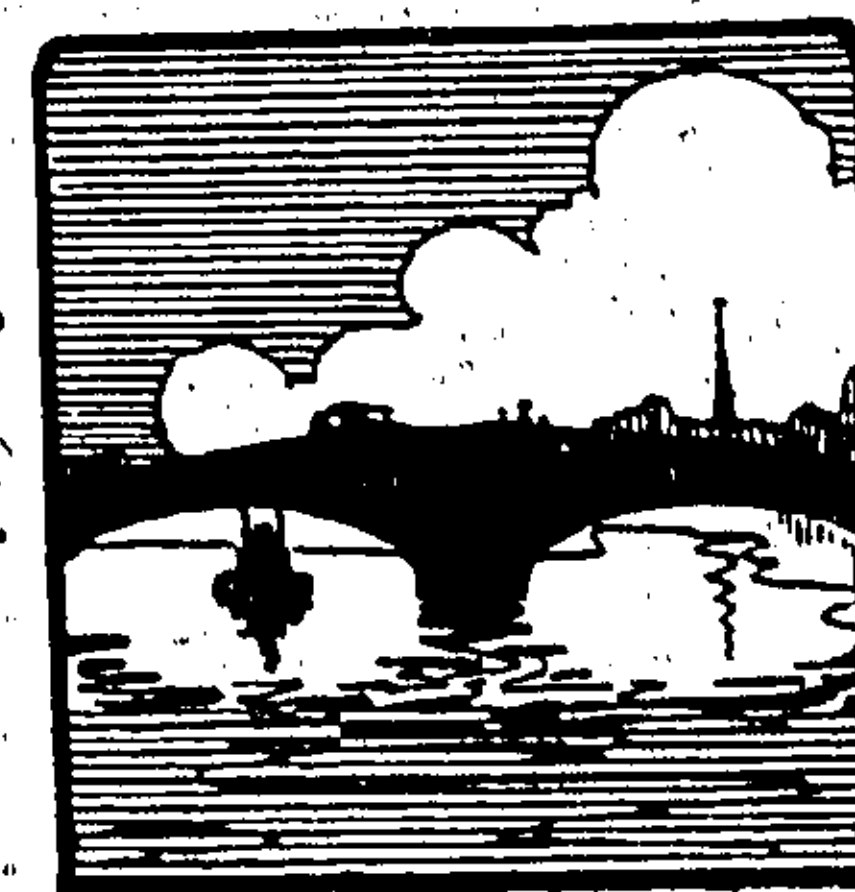
University's Growing Pains.

This decision of Father Byrne and the unfaltering faith and enthusiasm with which he has pressed on with the project have been to me the source not only of comfort but also of encouragement. The University of Hong Kong has just grown big enough to feel its growing pains. Can this young institution be nourished into vigorous and effective manhood? I read of millions of pounds sterling being given to universities elsewhere. And then I look at Hong Kong, a tiny Colony whose fate is surrounded in mystery, and at a devastated and brigand infested China, and there comes over me a sense of bewilderment not untinged with anxiety. But if Father Byrne and the great world order to which he belongs have faith in the University's future, who am I that I should doubt? There were Jesuit Missionaries in China long before any British trader set foot on her shores.

Self Annihilating Devotion.

Opinions differ as to the intrinsic value of the service which the Jesuit Fathers have done, and are doing, for humanity. But no serious student of history could question the complete, the self-annihilating devotion with which every single member of the Order gives up his life for the cause for which Ignatius of Loyola founded the Society nearly four hundred years ago. On the slopes of Mont-matras close to the Great Sacré Coeur Church which now dominates Paris, there still stands a little Church, the oldest Church in Paris, the Church of Saint Pierre. Here in the crypt one very early morning in 1534 Ignatius of Loyola, Francis Xavier and a few other Spanish students took the oaths which made them Jesuit. The Society now extends throughout the world—a witness for nearly four centuries to the faith of men of many different races in a cause far greater than themselves. And this faith is the source of tremendous power, of immense capacity for effective action. I believe that this power—and this capacity—will henceforth be among the forces working for the greater usefulness of the University of Hong Kong and I am therefore glad to be here this afternoon.

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MATINEES on SUNDAY, 18th and 25th November, at 1 p.m.

BOOKINGS are Now Open at the KO SHING THEATRE.

PRICES OF ADMISSION: \$6, \$4, \$3, \$2 and \$1.

H.E. THE HON. MR. W. T. SOUTHERN.

UNIVERSITY'S POSSIBILITIES FOR GOOD.

His Excellency said:—Father Byrne, my Lord Bishop, Ladies and Gentlemen.—It was a matter of great satisfaction to me, both as Pro-Chancellor of the University and as Officer Administering the Government of this Colony, to know that the Jesuit Order had undertaken the work of providing another hostel for the undergraduates of Hong Kong University. The University, as you know, is very dear to the heart of the Hong Kong Government, and to none is it dearer than to the Governor, Sir Cecil Clementi, who will, I am sure, regret as much as we do his inability to be present on this occasion, for we are not merely laying the foundation stone of a material structure, but are laying sure foundation for the continued prosperity of a great institution.

I wish to endorse what Father Byrne has said of the need for this hostel, of the advantages of higher education and of the magnificent possibilities for good which are inherent in the University of Hong Kong. We stand in a unique position towards the great nation of China, an oasis of peace where the different races and different creeds can dwell together in unity, and it is to our University, built and endowed largely by Chinese liberality and serving almost exclusively the needs of Chinese students, that we look to spread the high ideals of western culture, to extend the benefits of western science among the people of a great nation whose own culture, great though it has been, is unequal, by its own unaided efforts, to the stupendous task of the rehabilitation of Modern China. It is indeed appropriate that the name of one who did so much to introduce the first knowledge of Western science to the scholars of China should be perpetuated in this hostel, which is to continue and to extend the work he so ably began; and I trust that the faith and liberality which are manifested in to-day's ceremony may inspire others to contribute of their abundance to the pressing needs of this most potent instrument for the peace and prosperity of China—the University of Hong Kong.

THE STONE LAID.

After a dedicatory prayer by His Lordship Bishop Valterra, the stone was lowered into its place. His Excellency declared the stone to be well and truly laid to the glory of God and in the cause of higher education.

The stone bore the following inscription:—

I.H.S.
FOR THE ADVANCEMENT OF EDUCATION TO THE GLORY OF GOD THIS FOUNDATION STONE WAS LAID BY H.E. THE OFFICER ADMINISTERING THE GOVERNMENT THE HON. W. T. SOUTHERN, C.M.G. ON TUESDAY THE 13TH NOVEMBER, 1928.

SPRINGS ON THE ISLAND.

NO APPRECIABLE ADDITION TO OUR WATER.

MANY ALREADY USED.

Although the Water Authority do not doubt the existence of springs on the island, they nevertheless think that no appreciable addition could be made to the water in our reservoirs by tapping these springs. This interesting statement was made at the Sanitary Board meeting yesterday in reply to questions raised by Dr. W. V. M. Koch.

Mr. G. R. Sayer presided at the meeting and he was supported by the Hon. Mr. Harold T. Creasy, C.B.E., Dr. G. W. Pope (M.O.H.), Dr. S. W. Tso, Mr. J. P. Braga, Mr. Wong Kwong Tin, Dr. W. V. M. Koch, Lt-Col. and Brevet Col. Hestock and Mr. J. Watson (Secretary).

Dr. Koch: Will the Head of the Sanitary Department ascertain for the information of the Board whether any attempts have been made by responsible authorities to find out, by boring, the existence of springs on the island.

Mr. Sayer: Not by the Water Authority, who has no reason to doubt the existence of springs on the island.

Dr. Koch: Has any report on the Geological survey of the Island and Mainland been drawn up lately; and if so has the report been made public?—if not is there any intention to make such report public?

Mr. Sayer: The report is not yet in the hands of the Government. It is hoped that it will be completed by the spring of 1929. When completed it will be made public.

Dr. Koch: Assuming such survey to have been made, are there any indications of the existence of springs on the island, especially in and about Mount Parker, and if so, is it not possible to tap them and ensure a reasonable addition to the water stored in the various Reservoirs?

Mr. Sayer: The Water Authority does not consider that any appreciable addition to the amount of water stored in reservoirs can be looked for by tapping the springs on the island. A large number of springs are already tapped by the catchwater.

I would also observe that these questions fall entirely outside the purview of my own department, and I have to acknowledge, in particular, the assistance of the Water Authority in providing me with replies to questions Nos 1 and 2.

RULE BY BOYCOTT COMMITTEE.

HELPLESS CANTON MERCHANTS.

PICKETS ENRICHING THEMSELVES AT SHEKLUNG.

NO ONE'S GOODS SAFE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, November 13th.

Drastic steps are being taken by the Anti-Japanese Boycott Committee to stop merchants from doing any more business with the Japanese firms in Canton. Hereafter if any one is caught doing business with the Japanese he will be punished according to the law of the Boycott Committee. Yesterday the Committee issued 10 more rules to the merchants regarding further commercial intercourse with the Japanese. A free translation of these rules follows:

1.—These rules shall be applicable to any one breaking the 4th regulation governing the economic action against Japan, which has been made known to the public through a previous circular notification, and is still doing business with the Japanese.

2.—Excepting those especially exempted, no merchants hereafter shall order any more goods from or sell any wares to Japanese firms or agents. This shall not be done even if the goods in question are not of boycott origin.

3.—All goods not of Japanese origin bought after August 1st from Japanese firms or agents must also be registered with the Committee not later than November 15th. At the time of registration of this source of non-Japanese goods a tax of 3 per cent. *ad valorem* of the cost of the goods must be paid. Failure to register within the prescribed date will result in total confiscation, if found out.

4.—After the promulgation of these rules, no one shall be permitted to do any more business either with Japanese firms or with Japanese agents. Failure to comply with this will result in seizure and confiscation of the goods concerned, even though they may be non-Japanese in origin. Furthermore, the name of the firm shall be put in the newspapers, so that the people may know about it and stop patronizing it.

5.—Any merchant caught importing non-Japanese goods into Canton through Japanese vessels, such goods shall be fined 30 per cent. *ad valorem* of their total cost. Should the firm in question import non-Japanese goods in through this channel three times, it will be made to suspend business for three months.

6.—No hotels or restaurants shall be permitted to sell steamship tickets for the Japanese. Failing to observe this will result in a fine exceeding twice the value of such tickets.

7.—No Chinese waterfront of any sort shall be allowed to transport goods for Japanese firms or Japanese shipping companies. The first violation of this rule will result in a fine of \$30, increasing to \$50 for the second offence. If a waterfront violates this rule for three times, it shall be seized and confiscated.

8.—If a coolie is caught carrying goods for Japanese firms, he shall be fined more than \$1 and less than \$5 for the offence.

9.—Any one informing the Committee of any violation of these rules by some one shall receive a reward equivalent to 30 per cent of the fine.

10.—The above rules may be amended at any time by the Executive Committee to meet any new situation.

The anti-Japanese boycott is getting more and more stringent day by day. The merchants have been brought to their knees, and the Japanese goods are rapidly disappearing from Canton. This is especially true of electrical supplies. Prior to the inauguration of the boycott the Canton market was flooded with Japanese electrical wares. But these are now disappearing, and the merchants are looking to new sources to keep the city supplied.

ROTTEN TO THE CORE.

A protest against the high-handed actions of the anti-Japanese boycott pickets has been made by the Sheklung Chamber of Commerce to the Canton Chamber of Commerce, the Provincial and Municipal Kuomintang, and other organizations. In a circular letter addressed to these bodies the merchants of Sheklung denounce the pickets in vehement terms. They pointed out that while they have no objection to the economic action against Japan, they are opposed to the pickets to Sheklung who are rotten to the very core. These actions are dictated by one or two men of the Committee, who in collusion with the idle and useless people here, are using the good name of patriotism to amass a big fortune. They are corrupt and greedy, and are causing untold trouble to the trade of Sheklung. They are seizing goods indiscriminately. Goods such as kerosene and piece goods, which are not of Japanese origin, as may be proved from the bill of lading, are taken to their headquarters and there declared confiscated. We appeal to you in our fight for justice.

ANOTHER MUSHROOM COMPANY.

MORE TRUST MONEY GONE.

AFFAIRS OF S.C. IMPORTS & EXPORTS CO.

A case was heard at the Summary Court yesterday afternoon before Mr. Justice P. Jacks, which had many of the features of the recent actions against the South China Trade Protection Association, in which the name of Mr. Leslie E. Haynes figured prominently.

In the present action four Chinese were induced to deposit sums of money ranging from \$300 to \$1,000 with the South China Imports & Exports Co., Ltd., before they were given employment. They worked for a few months and now that the Company had closed, and some of the partners had absconded, they sought to recover their money by claiming against two women, whom they alleged were partners in the "mushroom concern."

Particulars of the claims were: (1) Tang Pak Ming claimed from the South China Imports & Exports Co., and Chung Kam Ching, Hui Hin Tat, Mrs. Chan Cheek Fan and Mrs. Choi Mong Han partners therein, the sum of \$300 deposited with the Company and \$120 as wages due him for three months. (2) Chan Che Fong claimed the sum of \$500 deposited with the defendants and also \$73 wages due him. (3) The same plaintiff, Chan Che Fong, trading as the Hop Shing Co., claimed \$732, of which \$650 was money deposited with the defendants and the balance alleged to be wages due him. (4) Ho Che Wan claimed \$397, of which \$300 was money deposited with the company.

Mr. C. A. S. Russ appeared for all the plaintiffs, and Mr. P. M. Hodgson accepted service of the writs on behalf of the defendants, Mrs. Chan Cheek Fan and Mrs. Choi Mong Han, but denied partnership.

The Question Of Costs.

Before proceeding with the case, Mr. Hodgson drew his Lordship's attention to the fact that the plaintiff, Chan Che Fong, had filed two writs against the defendants. Both writs bore the same date and related to the same claim. He thought he would mention this because in the event of the plaintiff succeeding in his claims against the defendants, the question of costs would have to be considered.

Mr. Russ pointed out that although two writs were issued and that the amount in question originated from the same cause, the defendants had given two separate notes for the money. Plaintiff therefore had the right to sue separately under the notes.

Mr. Hodgson: Yes, but it amounts to splitting the claim to evade paying the cost of an original action.

Mr. Russ said that there was no question of splitting the claims at all. The plaintiff was merely suing on two notes. He could not sue under one writ on the two notes, because if he did, the amount would be in excess of the limit in which the Summary Court had jurisdiction. The practice was a common one, and the reason why the defendants gave two notes instead of one for the full amount was to enable the plaintiff to bring an action by the cheapest means. It would cost the defendants very much if the action were brought into the Supreme Court.

Mr. Hodgson: Yes, but a plaintiff would hesitate before taking an action before the Supreme Court.

His Lordship said that he could not remember at the moment a similar case being brought before him and he thought that it was done to evade the cost of an original jurisdiction.

Mr. Russ said that he was quite prepared to argue on this point later and that he would bring authorities to show that it was not a case of splitting.

A Much Condemned Practice?

Outlining the facts of the case, Mr. Russ said that they were not unlike the recent Trade Protection Case. Here was a company which induced people to join them at a reasonably good wage if they would deposit some money with them. The practice, he said, was getting too common in Hong Kong, and at home it was much condemned.

One of the plaintiffs would say that he was induced to join the company by a woman—the fifth defendant, Mrs. Choi Mong Han. Other plaintiffs had all been induced to join the Company by either one or other of the partners.

As was always the case with a company of this kind, Mr. Russ added, money became tight after a short time. The company or the partners then issued prospectuses, worded in a "high-faluting" sort of way, in which they touched upon the commerce of the country, etc., and ended up by asking people to subscribe for shares.

The company was said to have a capital of \$10,000 and that the two women partners each held a \$1,000 share. One of the male partners had absconded and since the two ladies had described themselves as partners of the Company,

(Continued on next column.)

WHAT COMMERCIAL AVIATION WILL MEAN TO CHINA.

BY AIR TO HANKOW 7 HRS. 15 MINS.: SURFACE TRANSPORT 10 DAYS.

ADVERSE CRITICS ROUTED.

[By R. VAUGHAN-FOWLER.]

The adverse critics of commercial aviation, and especially those who said that China was not in a position to establish flying on a sound footing, must have received a severe blow when they read the reports of General Cheung Wai Jung's non-stop flight from Canton to Hankow.

There is an impression that what has been done in other parts of the world cannot be done in China. I distinctly remember being told that there is no such word as "cannot" in the dictionary. That may or may not be true, but of one thing I am certain, the word should never be used in connection with Chinese or any other aviation.

General Cheung's Achievement.

General Cheung has proved once and for all that the Chinese are capable of great things in the air, all that now remains is to make certain that the ball having been started is kept rolling.

The flight has caused considerable interest amongst both Chinese and foreigners, and the time is obviously ripe for developing commercial aviation in China, not six months or a year hence, but now.

The Old Way.

Just to satisfy myself that aerial transport is really faster and better than surface transport, I called at the office of a well known Tourist Agency, and they very kindly supplied me with the following information about the journey to Hankow by surface transport:—

If I wished to make the journey to Hankow I discovered that I could leave Hong Kong at 7 a.m. to-day, the 14th inst., and after calling at Swatow I should arrive in Shanghai sometime on Monday, the 19th.

The departure for Hankow would have to be made at midnight on the day of arrival in Shanghai, and I should reach my destination on the 24th.

Even if I had arrived in the early hours of the morning I should have taken no less than 10 days. I admit that if there had been a faster boat I might have saved a couple of days.

The New Way.

Let us suppose that the Air Line was in operation, and follow an imaginary passenger to Hankow.

Our passenger would have to leave his home in Hong Kong about 7 a.m. and go out to the aerodrome at Kai Tak where he would arrive about 20 minutes to 8 o'clock.

He would enter the cabin of the machine and settle down to read or write. If the machine left at 8 a.m. he would arrive half way shortly before noon, when a landing would be made to enable the machine to take on petrol and oil, whilst he had tiffin.

they were responsible to the plaintiff.

In conclusion, Mr. Russ said that in fairness to the women he would say that they probably knew nothing about the matter at all, and that they had been "left" by the other partners. Whatever sympathy he might have with the two women, his clients had the right to claim from them, since they had, after the writs were issued, approached the first plaintiff in the Blue Bird Cafe not to go on with the case and that they were willing to pay \$500 in settlement.

There Was No Money.

Evidence in support of Mr. Russ's opening statement was given by Chan Che Fong, who stated that he went to the office on September 22nd and found it locked. No business had been carried on since and a Prohibitory Order had been made on the goods. Chung Kam Ching had an Interim Receiving Order made against him and Hui Hin Tat had absconded.

Mr. Russ: Who took the money?—There was no money.

Well, who took the assets of the Company such as your deposits?—Chung and Hui took a lot away. The former had the valuable furniture removed to his house.

After the writs were issued he saw both the women defendants. They invited him into a cafe to have some drinks and when inside they offered him \$500 in settlement and asked him not to proceed with the action against them. In reply he told them that he must consult with the other creditors (plaintiffs).

Cross-examined by Mr. Hodgson plaintiff said that when he paid his deposit he was given a promissory note. Later he saw the advertisement in a Chinese newspaper which stated that only documents bearing two signatures would be considered as valid. He accordingly asked for another note which was given, bearing two signatures.

Mr. Hodgson: I put it to you that what you have said about the two ladies is absolutely untrue.—No.

What if the ladies say that they own no share at all in the registered business?—On the contrary they told me they had.

The hearing was adjourned until December 5th.

At one o'clock he would be on his way again, and under normal conditions should arrive in Hankow between 4 and 5 o'clock. Let us allow an hour for him to reach the city from the aerodrome, and we find that his total time for the journey from door to door was 11 hours at the most.

It is difficult to say what this journey would have cost our passenger, but even suppose the fare was as high as 40 cents per mile he would only have had to pay \$220; and he would have saved 9 days; every one of which would have been valueless to him from a business point of view.

Aerial Mails.

I am convinced that there must be hundreds of firms in South China who almost daily have to resort to cables for communication with Hankow and the North. Cables are very expensive, and to send full particulars or instructions by them costs a lot of money. Now if the Air Lines were in operation a firm could dispatch a letter, or a document quite impossible to cable, and it would be delivered the same evening, or early the next morning at the latest.

The cost in comparison with that of sending a cable would be negligible, so the establishment of the Air Routes will actually bring down the overhead expenses of practically every firm. Surely in these days when every dollar counts this is an important point.

It is no good waiting till tomorrow. The old saying is perfectly true, to-morrow never comes; the Governments concerned have got to grant the necessary permission for the Air Services to be started at once, and if this is done during the next month there is no reason why regular air mail and passenger services should not be operating early in 1929.

Perhaps something will be done now that the Chinese have given us concrete proof that commercial aviation in China is possible, and that it is not, as so many people seem to think, a delightful, but impossible suggestion put forward by a few enthusiasts.

THE KOWLOON MORTUARY.

WILL IT BE MOVED FROM PRESENT SITE?

A VAGUE ANSWER.

The questions raised by Mr. J. P. Braga at the Sanitary Board meeting yesterday afternoon relating to the undesirability of the Kowloon Mortuary being as at present, within the residential area of Kowloon, and asking whether the Government would consider its removal to a less objectionable site, were received with a very vague answer from the Board.

Mr. Braga's questions were:—Regarding the Public Mortuary at Kowloon will the President state whether the Town Planning Committee made any recommendation with reference thereto? What is the nature of such recommendation?

Having regard to the fact that the Mortuary is situated within the residential area of Kowloon, and is a real nuisance to nearby residents, will the Government consider its removal to a site not open to the same objections as the present?

Mr. Sayer: I am instructed by the Government to state that certain areas have been reserved for the Sanitary Department, and to one of which it might be possible to remove the mortuary, but accessibility to the town and to the Kwong Wa Hospital requires to be borne in mind.

Those present at the meeting were Mr. G. R. Sayer (chairman), the Hon. Mr. H. T. Creary, C.B.E. (director of the P.W.D.), Dr. G. W. Pope (M.O.H.), Dr. S. W. Tso, Dr. W. Y. M. Koch, Mr. J. P. Braga, Mr. Wong Kwong Tin, Lieut.-Col. and Brevet Col. Bostock, and Mr. J. Watson (Secretary).

EUROPEAN LADIES' DISPUTE.

OFFICE INCIDENT AND SUMMONSES.

ACTIONS WITHDRAWN.

A dispute between two European ladies which attracted some attention owing to the matter being carried to Court has been settled between the parties. The alleged incident took place in the office of the Asiatic Petroleum Company where they were both employed at the time.

Proceedings opened before Mr. R. E. Lindsell at the Central Magistracy last Wednesday when Miss D. Glover took out a summons against Mrs. J. Ollerton for assault, and the latter cross-summoned Mr. M. K. Lo appeared for Miss Glover and Mr. P. M. Hodgson was for Mrs. Ollerton.

When the case came for hearing yesterday afternoon, Mr. F. H. Dosey, representing Mrs. Ollerton, asked for permission to withdraw the cross-summons.

Mr. M. K. Lo, who appeared for Miss Glover, informed his Worship that since the other party was willing to withdraw he was happy to say that he had received through Messrs. Russ & Company an unconditional apology from Mrs. Ollerton, and also \$25 as compensation. Mr. Lo's client had accepted it, and he would therefore ask leave to withdraw his summons.

His Worship allowed summons and cross-summons to be withdrawn.

TRAFFIC CASES.

"DANGEROUS DRIVERS" FINED.

At the Central Magistracy yesterday Major C. Wilson fined Mr. S. C. Feltham of the P.W.D. \$10 for dangerous driving.

Mr. Feltham at the outset said that he passed the place in question, Lower Albert Road, every day and he could not recall any occasion on which he drove dangerously.

Traffic Sergeant F. Kelly said that on the morning of October 29th he was driving a sidecar in Lower Albert Road towards the Central Police Station. By Glen-ville defendant's car met him and rushed past at about 25 m.p.h. Witness took the number of the car.

The Magistrate remarked that the place was a dangerous one and imposed the penalty stated.

Negligent Driving.

For zig-zagging across Des Voeux Road near Messrs. Whiteaway, Laidlaw the driver of public motorcar No. 233 was fined \$10. The summons was for negligent driving and Mr. H. T. Brooks, Superintendent of the Fire Brigade, was complainant.

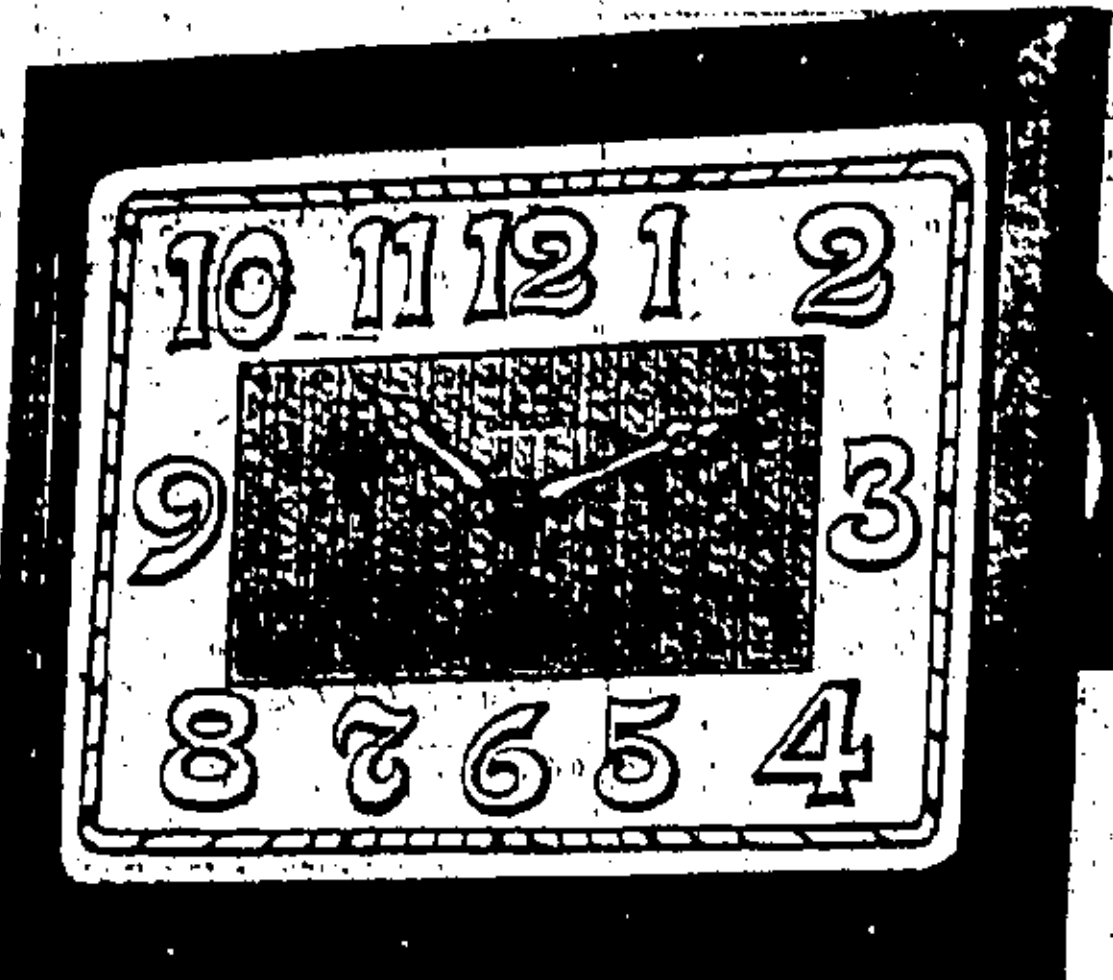
Two Road Hogs.

The dangerous practice of using public roads as a racing track met with a sharp penalty. The drivers of public vehicles No. 546 and No. 434 were summoned for dangerous driving and Traffic Sgt. George explained that the car were racing each other between Ming Yuen Gardens and Takoo Docks at 11.45 p.m. on November 4th. Their speeds were certainly not less than 45 m.p.h.

Sub-Inspector Alexander said that the driver of car 546 had also had an accident on Saturday.

The Magistrate fined each defendant \$25 and recommended that the driver of car 546 should have his license suspended.

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NEW ADVERTISEMENTS.

OLD BEDFORDIAN DINNER.

A DINNER will be held in the HONG KONG CLUB at 8 p.m. on 27th NOVEMBER. Will all old Bedfordians who have not already done so, please communicate with the undersigned giving Name of House and Year at the School.

E. J. R. MITCHELL,
Bradley & Co., Ltd.
[6881]

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C., R.A.S.C., Headquarters, SOUTH CHINA COMMAND, Hong Kong, until 12 O'CLOCK Noon, on the Dates stated for the Undermentioned Services, for the Undermentioned Period—

THREE MONTHS COMMENCING 1st JANUARY, 1929.

4th DECEMBER, 1928—General Supplies "A" (Sugar, Salt, Potatoes, Onions and Mustard).

4th DECEMBER, 1928—Fuel (House, Steam and Smiths Coal).

Tender Forms and any Information necessary may be obtained at the above Office between the Hours 10 A.M. and 1 P.M., Daily, except Sundays. [6879]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY of NOVEMBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
1	Kowloon Inland Lot No. 2114.	At junction Kowloon Inland Lot No. 2113, Nathan Road.	N. 31.5, E. 11.5, S. 11.5, W. 11.5 ft.	3,925	40	7,201
			As per sale plan.			

[6884]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY of NOVEMBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
2	New Kowloon Inland Lot No. 2115.	Between New Kowloon Inland Lot No. 2114 and Old Shamshui Road.	N. 31.5, E. 11.5, S. 11.5, W. 11.5 ft.	4,320	33	6,480
			As per sale plan.			

[6885]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 19th DAY of NOVEMBER, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rental.	Upset Price.
3	Kowloon Inland Lot No. 2116.	At junction of Sai Street with Sai Street, Tung Choi Street.	N. 31.5, E. 11.5, S. 11.5, W. 11.5 ft.	8,840	103	13,360
			As per sale plan.			

[6886]

NEW ADVERTISEMENTS.

HONG KONG FOOTBALL CLUB.

THE NEW CLUBHOUSE at HAPPY VALLEY will be OPENED on SATURDAY, 17th NOVEMBER, 1928, at 4.30 p.m. His Excellency the Governor, Administrator of the Government, has kindly consented to perform the Opening Ceremony.

All interested are Cordially invited.
W. FRYDE,
Hon. Secretary.
[6983]

HONG KONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL will be held in the CITY HALL on FRIDAY, 30th NOVEMBER, 1928, at 9.30 O'CLOCK. There will be a PRACTICE DANCE on FRIDAY, 23rd NOVEMBER, 1928, at 5.30 P.M. Members intending to be present are requested to send in their Applications as soon as possible to

E. M. BRYDEN,
Hon. Secretary,
c/o LOWE, BINGHAM & MATTHEWS.
[6983]

COLONY OF MACAO.

FINANCE DEPARTMENT.

NOTICE.

IT IS HEREBY NOTIFIED that on the 15th of NOVEMBER, 1928, at 11 O'CLOCK A.M., in the TREASURY OFFICE, before the Committee referred to in the Article No. 156 of the Regulations of the 3rd OCTOBER, 1901, TENDERS by auction for the Monopoly of the Lotteries "PACAPIO" and "SANPIO" in MACAO will be accepted for the Period starting from the 1st JANUARY, 1929, till 31st DECEMBER, 1931.

There will be No Upset price of Bidding. The Auction will be Verbal and the Monopoly for the Period 3 Years.

Further Conditions may be obtained at THIS DEPARTMENT and in the PORTUGUESE CONSULATES at HONG KONG and CANTON.

FINANCE DEPARTMENT of the COLONY MACAO, 8th OCTOBER, 1928.

The Acting Director of the FINANCE DEPARTMENT,
A. DE VASCONCELOS RAPOSO.
[6973]

HONG KONG TRAMWAYS, LIMITED.

NOTICE.

CERTIFICATE No. 5846: Shares Nos. 557571 to 557670 for 100 Shares of this Company in the Name of Mrs. NG YUK CHUN (deceased) has been Declared LOST and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 Days from the Date hereof, a Duplicate Certificate for the said Shares will be delivered to the Administrator of the Estate and the Original Certificate will thereafter be deemed CANCELLED and of No Effect.

L. C. F. BELLAMY,
General Manager.
Hong Kong, 1st Nov., 1928. [6938]

FOR SALE OR TO LET ON LONG LEASE.

NEW HOUSE on PEAK, Six Rooms and Large Hot Room. Modern Fittings, Flush. Easy Access Tram. Write to Box 6965, c/o Hong Kong Daily Press. [6965]

MACAO CHARITY AND COMMERCIAL FAIR.

THE Executive Committee Cordially requests the pleasure of the presence of the General Public at the above Fair.

COL. DUARTE VEIGA,
Chairman.
[6891]

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—
CREDIT FONCIER
D'EXTREME-ORIENT,
4th Floor,
FRENCH BANK BUILDING.

TO LET.

FLATS in HUMPHREYS & CARRINGTON BUILDINGS.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
[6985]

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diarrhoea, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO.,
66, QUEEN'S ROAD CENTRAL, 1st Floor.
TEL. C. 6009.

INTIMATIONS.



A LIQUID
DENTIFRICE
OF EXQUISITE
FLAVOUR MADE
FROM THE
FORMULA OF A
WELL KNOWN
DENTAL
SPECIALIST.

THE REGULAR
DAILY USE OF
EUMINTOL
WILL DO MUCH
TO CHECK
BACTERIAL
GROWTH AND
ACTIVITY IN
THE MOUTH,
PREVENT
PYORRHEA AND
KEEP THE
TEETH SOUND
AND BEAUTIFUL.

A. S. WATSON & Co.,
LIMITED.
HONG KONG AND
KOWLOON
DISPENSARIES.

BIRTH.

CHAPPELL.—On November 13th, 1928, at 10, The Peak, to Mr. and Mrs. R. H. CHAPPELL, a daughter. [6980]

MARRIAGES.

CANTLAY—CANN.—On October 27th, at H.B.M. Consulate-General, Kobe, and afterwards at All Saints' Church, by the Rev. John C. Ford, WILLIAM CANTLAY to REAH HENRIETTA, daughter of Mr. and Mrs. JOHN W. CANN, Victoria, B.C.

ESDALE—ROCKWELL.—On October 31st, at H.B.M. Consulate-General, Kobe, and afterwards at All Saints' Church, by the Rev. John C. Ford, ERNEST WILLIAM ESDALE to MARIAN ROCKWELL.

NATHAN—GRANVILLE—BAKER.—On September 26th, at Colombo, WILFRED MAURICE, NATHAN to LOLA GRANVILLE—BAKER, of Shanghai.

SIMMONS—CALLUM.—In London, on October 2nd, 1928, at St. James's, Muswell Hill, by the Rev. M. O. Blakelock, WILLIAM FREDERICK SIMMONS, of Hong Kong, to WINIFRED CALLUM, Muswell Hill, London, N. [6987]

DEATH.

McLAREN.—On October 8th, at Shanghai, DUNCAN McLAREN (Davie, Beng & Co., Ltd.), aged 42.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 14th, 1928.

EXAMINATIONS.

It is this week that those who have been prepared in the upper classes of the secondary schools of the Colony undergo the ordeal of examination at the hands of the University. In a few weeks time the results will be issued, and about fifty per cent. will be found to have failed in order that the other fifty

per cent. may have the added pleasure of passing. The standard, of course, is purely arbitrary, and would be raised if there was a suggestion that candidates were better prepared than in former years.

Examinations belong to that class of discipline which the community inflicts upon its juniors in order to stimulate them to the highest activity. The young people respond because of their sporting instinct, or the competitive spirit, which delights in self assertion and in conquering others—examiners and fellow candidates. True in India the students will often proudly describe himself as a failed B.A. or a failed matriculation candidate. He does not, so it is said, mean to imply that he is deficient in intellectual power, or that he should have credit either for the arduous preparation or the courage in presenting himself for examination. No, his object we are told is to announce that no one can pass a difficult examination honestly; that it can only be done by acquainting oneself with the questions beforehand. It follows naturally that he deserves credit for his moral superiority in scorning to indulge in such a nefarious practice.

The examination craze has swept England where the numbers presenting themselves have multiplied enormously these last ten years. Mr. H. A. L. FISHER and Sir MICHAEL SADLER have drawn attention to the need for their reform. While recognising the necessity of examinations, they have criticised them because they cramp the specialised activities of the school which at present has to conform in its curriculum with an examination syllabus that allows but slight variety of choice. There is a danger of schools becoming stereotyped, and therefore lacking in vitality and spontaneity, because of the imposition of this universal standard measurement. The solution lies, it is said, in an examination system which recognises each school as an individual separate entity and which bases the questions on the work done in the school as set by the teacher and an outside examiner. The papers would then be sent to a central group of examiners who would assess the standard of the papers though they were dealing with differing types of work. It is felt that far too much importance is being attached to examinations which are merely sampling tests. They tend to emphasise the intellectual side of school work at the expense of the moral, and often attach a label of merit or demerit, which has little or no relationship to the mark which is made by the candidate in after life. The chief academic post in England is held by Lord GREY who was graded as a third class man by the University of which he is now the most honoured head. His career has wholly belied the judgment then passed. One of the most prominent bishops is likewise, as far as examination results go, a third class man.

The examination result has its value, of course, but it ought not to be regarded as having "the same sort of finality as the verdict delivered on the Day of Judgment."

POST IN CHINA FOR LUDENDORFF?

COINCIDENT with the reported departure of thirty of the "Christian" General's officers for Germany to study "agriculture and industry" says the *China Express* and *Telegraph*, comes a report from Nanking that FENG YU HSIAO, who has now taken charge of the Nationalist War Ministry, has invited General VON LUDENDORFF to become Commander-in-Chief, or rather chief organiser and instructor, of the Nationalist Army. It comes out that the ex-First Quartermaster-General of the German armies in the Great War received a similar invitation, a year ago, but declined. Chinese Nationalist unity had not then been achieved, and presumably he was unwilling to associate himself

Two cases of small-pox and one of diphtheria, all Chinese, were notified on Monday.

The British R.A.F. squadron now at Manila will leave there tomorrow and are expected here on Friday evening.

The appointment of Mr. L. R. ANDREWS as Assistant Crown Solicitor in Hong Kong is now officially announced by the Secretary of State for the Colonies.

The late Mr. Frederick William LYONS, 53, of Beaumont St., Marylebone, W., formerly of the Shanghai Club, Shanghai, Commissioner of Customs, China, left £10,201, net personalty £9,427.

H.E. the Officer Administering the Government has kindly consented to perform the opening ceremony of the new Clubhouse of the Hong Kong Football Club at Happy Valley on November 17th, at 4 p.m.

Sir Reginald Stubbs (Captain-General and Governor-in-Chief of Jamaica) had an audience of the King at Buckingham Palace on October 12th, when His Majesty invested him with the Insignia of a Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George.

St. Andrew's Ball will be held in the City Hall on Friday, November 30th, at 9.30 p.m. There will be a practice dance there on Friday, November 23rd, at 5.30 p.m. Members intending to be present are asked to send in their applications to Mr. E. M. Bryden, c/o Lowe, Bingham and Matthews.

A man who was found in possession of a dagger, improvised out of a scissors blade was yesterday sentenced to three months' hard labour by Mr. R. E. Lindsell at the Central Magistracy. He made the usual excuse that he did not know that it was an offence to carry arms and that he had only just come to the Colony.

To meet the Rev. Ronald Lankaster (who is returning to Yunnan) and the Rev. E. A. Rigden, B.N., the Victoria (Hong Kong) Diocesan Association announced an At Home at the Church Missionary House, Salisbury Square, on Oct. 17th. It was stated the General Sir George Kirkpatrick, K.C.B., K.C.S.I., C.B., late General Officer Commanding the British troops in China, would preside.

A coolie who was rash enough yesterday morning to try and turn Mr. R. E. Lindsell's Court at the Central Magistracy into a smoking lounge had the offending cigarette removed by a constable, and he himself was arraigned before the Senior Magistrate, Mr. Lindsell. "What sort of a place do you think this is that you come wandering through with a smile on your face and a cigarette in your mouth? Is it a theatre?" The man was dumb with dismay and confusion, but a look of relief came over his face when, following a stern reprimand, he was allowed to go free.

A correspondent of a London paper vouches for the truth of the following story:—The schoolgirl flapper, possessing a long pigtail and plenty of cheek, had been spending her holidays in Germany. Before returning home she wrote and asked her father what present she should bring him. He jokingly replied, "Oh! bring me along a thousand cigars." The flapper accordingly bought and packed them, being warned by the hostess that she would be required to declare them. The usual question was asked her at the port of disembarkation, "Anything to declare?" "Yes," said the flapper, "a thousand cigars, here are my keys." "Now then," replied the Customs official, "none of that lip, pass on." The flapper passed on, and father got his cigars.

With the dubious fortunes of any single faction. Although General LUDENDORFF's answer to the present invitation is not known, it is believed that he may be induced to pay at least a short visit to China, and may discuss the matter. Military affairs in China are on a very different footing, of course, from those to which General LUDENDORFF was accustomed. The material is at hand there in the rough, but whoever assumes the task of bringing it up to scratch and depriving it of traditional habits as to allegiance, pay, feeding, loot, etc., may expect to encounter rather rough opposition. The *Daily Telegraph's* diplomatic correspondent sees the hand of Moscow behind the LUDENDORFF invitation. Unable to undertake the job themselves, because of Nanking's anti-Bolshevism, Moscow may have recommended LUDENDORFF as "one who has never shown any particular hostility to Soviet Russia." It is also pointed out that, strictly speaking, LUDENDORFF's appointment would be contrary to Article 170 of the Versailles Treaty, but that article has already become obsolete. Nevertheless it would be interesting to learn how the ex-Kaiser would regard his greatly disillusioned General in the rôle of an organiser of the "Yellow Peril."

Mr. Mackenzie King, Prime Minister of Canada when he lunched privately at Buckingham Castle last month, presented the King with a gold medal struck to celebrate the sixteenth anniversary of the confederation of the Dominion. A similar medal, it is understood, will be presented to the Prince of Wales and Mr. Baldwin.

The close friendship that has lately arisen between Mr. Ramsay MacDonald and Sir Oswald Mosley is the subject of much comment among Socialist M.P.s. A year or two ago Mr. MacDonald was not merely treating his aristocratic recruit with marked indifference but often snubbed him quite severely in the Party Councils. No exchange of names over their Christian names and they recently went on a tour to Vienna together. These things are noticed in a party where there are more heartburnings than usual over the choice of a possible successor to Mr. MacDonald as leader. It is an office to which Sir Oswald is believed eventually to aspire, and there are jealous eyes watching him.

Mrs. Augusta E. Stetson, the leading dissenter of the Christian Science Church, who always said that she would live for ever, died in Boston recently. She passed away at the reputed age of 87. Her age is, however, uncertain, because, convinced of immortality, she refused to tell anybody when she was born, and the records of the township of Walboro, Maine, where she entered this world, were burned some years ago. Mrs. Stetson became a member of the Christian Science Church in 1884, and was early recognised as a favourite disciple of Mrs. Eddy. When her leader died Mrs. Stetson claimed to succeed her, but was eventually rejected from the Church. For some years her sermons have been broadcast at the cost of £50,000 a year.

A number of cricketers were present at Victoria last month to say good-bye to K. S. Dullespinhi, "Ranji" nephew, who has taken a B.A. degree at Cambridge, and was returning to India for the first time since 1919. Dullespinhi, who is twenty-three, will be back in England next spring, and is likely that Sussex will be able to rely on his services for some years. The time, however, may come when Nawanagar will claim more of his attention. There is at present no heir-apparent to this important Bombay Presidency State. It has a population of 345,000 and an annual revenue of more than £1,000,000, which is being considerably increased by the development of its port facilities, but it is probable that the mantle of ruler will fall on the Jam Sahib's nephew.

With reference to the proposed formation of a Brigade of Guards flying club, the Cinque Ports Flying Club has already completely trained two Guards' officers from the Canterbury depot, and two more are now under instruction. The keenness of Guards' officers is strikingly demonstrated by this especially when it is realised that not one of the very large number of officers comprised in the Shorncliffe, Dover, and Small Arms School garrisons, has as yet joined this club. Officials of this club considered that it would be an admirable thing for the country if every officer in the Army could fly an aeroplane, and approached the War Office with a scheme whereby they could provide facilities for officers on the course at the Small Arms School, there to learn at reduced rates with the club. But the War Office replied that it was not interested in the matter. It is hoped that other regiments will follow the example set by the Brigade of Guards.

An attack on the industrial peace movement was made by Mr. Austen Hopkinson, who sits in Parliament for the Mossley Division of Lancashire as an Independent, in an address to the Stockport Rotary Club recently. He stigmatised the movement as "a stunt organised by certain leading company promoters, who have entered into an alliance with the General Council of the Trade Unions Congress for the purpose of gaining monopolies in great industries with the help of Parliament, and to the detriment of their competitors and of the consumers." It was, he said, putting back the prospect of real peace in industry, and he regarded it as the greatest and most eminent danger confronting the country. Mr. Hopkinson is head of an engineering business at Audenshaw (Lancs.). He was one of the first employers to start a profit-sharing scheme, which ended when the men took part in the general strike. A wider scheme is now in existence, in which the only non-participant is the owner. Mr. Hopkinson receives a salary for his services, but retains full control of the policy of the business.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

The anticyclone is passing into the Pacific and another appears to be forming over China. Moderate to fresh monsoon will prevail along the coast and other the China Sea. Local Forecast:—N.E. winds, fresh, cloudy, occasional rain.

CROWN LAND SALES.

PURCHASE BY ROMAN CATHOLIC MISSION.

FIFTY CENTS AND \$1.50 PER SQUARE FOOT.

Three lots of Crown land were sold by auction at the Crown Land Office yesterday, the prices per square foot ranging from 50 cents to \$1.50.

There was an area of 78,500 square feet of land situated on Kowloon Inland Lot No. 2133, at the junction of Prince Edward and Waterloo Roads, sold to Father G. M. Spada of the Roman Catholic Mission for the sum of \$38,250, which worked out at exactly fifty cents per square foot.

The Crown rental on this lot is \$836 per annum, and some of the conditions of sale were that not less than \$100,000 should be spent on rateable improvements within 38 months from date of purchase. The design of the exterior elevations, plans and disposition of any buildings to be erected on the lot shall be subject to the special approval of the Director of Public Works and in no case may the height of any building exceed 35 feet except with the consent of the Director of Public Works. The purchaser is also not allowed to erect any building within 30 feet of Prince Edward Road or Waterloo Road.

New Kowloon Inland Lot No. 1185, at the junction of Tai Nan Street and Boundary Street, Shamshui, was sold to Mr. Chan Kwai, of 213, Praya East, at the upset price of \$6,370. This parcel of land has an area of 4,350 square feet and carries with it an annual Crown rental of \$329. A sum of not less than \$10,000 is to be spent on rateable improvements within 24 months from date of purchase.

Commencing at the upset price of \$3,290, New Kowloon Lot No. 1184, covering an area of 2,193 square feet at the junction of Cheung Sha Wan Road and Pei Ho Street, was knocked down to Mr. Yuen Mui-Shi for \$3,790. The Crown rental on this lot is \$16 per annum and the amount to be spent on rateable improvements within 24 months would be \$5,000.

Property Sale.

At the China Auction Rooms yesterday afternoon, a dwelling house and shop known as No. 19, Sing Woo Road, Wong Nei Cheong, was put up for sale by public auction. The property is situated on Section "D" of Inland Lot No. 2294. Starting at the upset price of \$5,000, it was eventually knocked down to Mr. Hau Kwang Chuen for \$5,000.

"ANKING" PIRACY CHARGE.

REMAND UNTIL ARRIVAL OF TWO FORMER OFFICERS.

The "Chinese who was charged with piracy and kidnapping on the s.s. *Anking* on September 28th, was again brought before Mr. R. E. Lindsell at the Central Magistracy yesterday. Detective Inspector Lane applied for a remand and said that two former officers of the s.s. *Anking* would be due in port on November 22nd and 23rd. These men would be able to appear in Court on the afternoon of the 23rd, and the police would be able to get on with the case from the stage. The remand was accordingly granted.

NEW MAGISTRATE FOR KOWLOON.

With the departure of Mr. W. Schofield who sailed yesterday on Home leave, Mr. E. L. Wynn Jones presided at the Kowloon Magistracy yesterday and will occupy the bench until the arrival of Mr. E. W. Hamilton.

A number of cases were heard by his Worship including a charge against a Chinese who returned from a life banishment. The prisoner was sentenced to twelve months' hard labour, it being stated that the defendant had once before been sentenced for breaking the Banishment Ordinance.

"UNEARNED" INCOME.

HARD LOT OF THE MAN FROM THE EAST.

A correspondent, signing himself "Labour," writes to *The Times*:—"I am between 50 and 60 years old and have worked for 30 years in British Colonies in the East and in bad climates. By hard work and saving I have now retired and settled in my own country, England, with my wife and family and have brought home all my savings and invested them in British Government securities and industrial. My income, therefore, is taxed as "unearned." I would ask Mr. Snowden: Have I not earned it? Have I not let my earnings to my own country, Government, and industry—the latter to assist unemployment and British workmen? Mr. Snowden proposes to tax me further because I saved for old age and lent my savings as stated above. I cannot support a party so unjust and must decline to vote for the Labour Party at the next Election."

NEGOTIATIONS
WITH CHINA.JAPAN'S SATISFACTORY
PROGRESS.

TANAKA'S REVIEW.

[THROUGH REUTER'S AGENCY.]

Kyoto, Nov. 13th.

Reporting the progress of Mr. Yada's unofficial negotiations with the Nationalists, Baron Tanaka, speaking at a Cabinet meeting, stated that they were progressing smoothly, and there was a bright prospect of settling all pending questions except the Tsinan incident.

He also stated that the railway negotiations in Manchuria were making steady progress.

It is learned on good authority that the Government has decided to order Mr. Yoshizawa to Nanking for the purpose of opening formal negotiations as soon as the present preliminary negotiations are satisfactorily completed.

C. T. Wang's Statement.

(Wah Taz Yat Pao).

SHANGHAI, Nov. 13th.

In an interview with Chinese Pressmen, Dr. C. T. Wang said that arrangements had already been made with Mr. Yada concerning the settlement of all outstanding Sino-Japanese problems including treaty revision. Mr. Yada would go to Nanking on the 17th inst to hold the third session of negotiations with him.

During his sojourn at Shanghai he had had conversations with other foreign diplomatic representatives, freely exchanging views regarding the general problem of treaty revision and tariff rates. He claimed that satisfactory results had been obtained.

RESISTING JAPAN'S
INFLUENCE.

(Wah Taz Yat Pao).

SHANGHAI, Nov. 13th.

The Manchurian authorities are considering a gigantic plan for the development of economic enterprises in the three provinces with view to resisting Japanese economic encroachment. As a preliminary step they will urge the Manchurian people to organize a "people's association of foreign relations," the main task of which will be to raise capital from the people for the purpose of establishing various development companies including railway and mining enterprises.

IN TSINAN.

(Wah Taz Yat Pao).

SHANGHAI, Nov. 13th.

According to a message from Tsinan the Japanese troops have evacuated the Tsinan-Tsingtao Railway Station at Tsinan, but the railway office building is still closed and heavily guarded by a number of railway patrols.

RAILWAY REVENUE.

(Wah Taz Yat Pao).

SHANGHAI, Nov. 13th.

General Chang, Hsueh Liang has reached an agreement with the Peking authorities regarding the resumption of traffic of the Peking-Mukden Railway. Normal passenger and freight traffic commenced yesterday.

The revenue of the railway will be divided among the military authorities in accordance with the sections which each controls.

THROUGH TRAINS.

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 13th.

The first train from Mukden since June is expected this evening, returning tomorrow, after which through trains are scheduled to run twice a week each way.

TROOP INSPECTIONS.

[THROUGH REUTER'S AGENCY.]

PEIPING, Nov. 13th.

Chiang Kai Shek inspected troops at Pengpu on November 8th and at Hsuehfu on November 11th and 12th. He is expected at Yenchow for the same purpose today, after which he may go north.

U.S. WITHDRAWALS FROM
TIENTSIN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 13th.

It is understood that 600 United States Marines, including infantry aviation and artillery units, are being withdrawn from Tientsin on December 15th, and are returning to America, leaving a force of one thousand at Tientsin.

TRIBUTES TO THE
ARCHBISHOP.PRESENTATION BY MR.
BALDWIN.

U.S. APPRECIATION.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 12th.

The Archbishop of Canterbury, who was elevated to the peerage upon his resignation of the See of Canterbury, has taken the title of Baron Davidson of Lambeth. Lambeth Palace is the official London residence of the Archbishop of Canterbury, and to-day at a private ceremony, the Prime Minister, Mr. Stanley Baldwin presented to the Archbishop £14,500 collected from at least 15,000 subscribers in response to an invitation issued in June for a tribute to the Archbishop in view of his great services to the Church and the nation.

The total amount subscribed was £16,830, of which £2,300 will be devoted to the placing of a worthy memorial in the courtyard of Lambeth Palace to mark the unique association of the Archbishop and Mrs. Davidson therewith.

America's Tribute.

Another interesting ceremony was afterwards held, the leading figures being the Bishop of Westminster, New York and the President of Trinity College, Hartford, U.S.A.

The American visitors presented the retiring Archbishop of Canterbury with an Address on behalf of the American Church, accompanied by a draft of \$10,000 in a gold basket.

The Address is signed on behalf of the House of Bishops and the House of Clerical and Lay Deputies.

HAVOC OF ETNA ERUPTION.

MUSOLINI TO RESTORE
MORALE.

[THROUGH REUTER'S AGENCY.]

ROME, Nov. 12th.

It is stated that 5,000 have been rendered homeless, 760 houses have been destroyed and 2,500 acres of land submerged so far as the result of the Etna eruption.

The Government has allotted a million lire for the relief of refugees.

Many of the stricken districts are appealing to Signor Mussolini to visit the afflicted region to restore morale.

MOVEMENTS OF NAVAL
VESSELS.

[NAVAL WIRELESS.]

H.M.'s transport "Dorsetshire," with the 1st Batt. East Yorkshire Regt. and others on board, left Hong Kong at midnight last night, bound for Colombo.

H.M.S. "Egglestone" arrived here at noon yesterday.

H.M.S. "Hermes" and H.M.S. "Seraph" left here yesterday morning to go out for exercises.

H.M.S. "Stormcloud" left Shanghai yesterday and has arrived at Chinkiang.

Trooping Season.

LONDON, Nov. 12th.

The 2nd Battalion of the South Staffordshire Regiment embarks at Southampton tomorrow for Shanghai.

SHANGHAI, Nov. 13th.

The 2nd Battalion of the Welsh Regiment left by the troopship "Sumner" for Singapore.

JAPANESE NAVAL REVIEW.

ADMIRAL TYRWHITT LEAVES
FOR YOKOHAMA.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 13th.

Admiral Sir Reginald Tyrwhitt has left for Yokohama on board H.M.S. "Kent" to attend a Japanese naval review.

U.S. EMBASSY IN CHINA.

[THROUGH REUTER'S AGENCY.]

WASHINGTON, Nov. 13th.

Mr. Kellogg has announced that the American Government is raising their Legation in China to the rank of an Embassy as proposed by Nanking.

TREATY WITH NORWAY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Nov. 13th.

A Kuo Min message from Nanking says that the spokesman of the Ministry of Foreign Affairs states that negotiations for the conclusion of a new Sino-Norwegian treaty are nearly complete. Signature is expected this week.

EMPIRE AND WORLD
PEACE.SIR AUSTEN CHAMBERLAIN'S
APPEAL.SPEECH TO CANADIAN
CLUB.

[THROUGH REUTER'S AGENCY.]

OTTAWA, Nov. 13th.

At the Canadian Club in the presence of members of the Canadian Government, Sir Austen Chamberlain, who is now restored to health, made his first extended address since he left London. He eloquently pleaded for the co-operation of the Dominions with the Motherland to promote peace in the world. He declared that the British Empire could make a contribution to the world's peace such as no other people could do.

WAGE DISPUTES IN
GERMANY.ARBITRATION AWARD
ILLEGAL?APPEAL BY MINISTRY OF
LABOUR.

[THROUGH REUTER'S AGENCY.]

BERLIN, Nov. 12th.

The struggle between the iron and steel "barons" and the workers, supported by the Ministry of Labour, has been greatly complicated by a decision of the Industrial Court at Duisburg, which as the result of an appeal by the employers has ruled that no tariff agreement existed in accordance with the award of the Official Arbitrator.

By this finding, the Court declared that the Arbitrator's Award was illegal.

The award was made a fortnight ago, granting a wage increase to employees, ranging from two to six pfennigs per hour. The Ruhr industrialists refused to accept the award and have opened hostilities in a big industrial war by locking out 200,000 workers, declaring that they would rather close down than pay.

A lock-out in Germany is illegal, and the industrialists can be sued for compensation for wages lost.

The decision of the Duisburg Court has created considerable surprise, but the Ministry of Labour is not allowing the matter to rest there, an appeal having been lodged with the Supreme Industrial Court at Leipzig against the Duisburg decision.

POINTS OPEN TO
CHALLENGE.COOLIDGE'S ARMISTICE
SPEECH.

"TIMES" LEADING ARTICLE.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 13th.

The "Times" in an editorial points out that many statements in President Coolidge's Armistice Day address are open to immediate challenge, but nothing is to be gained by controversy. It emphasizes the necessity of a thorough Anglo-American understanding in view of the identity of the need of peace of Great Britain and America.

PLOT AGAINST SIMON
COMMISSION.

CONSPIRATOR CONFESSES.

[THROUGH REUTER'S AGENCY.]

BOMB EXPLOSION ON TRAIN.

[THROUGH REUTER'S AGENCY.]

BOMBAY, Nov. 13th.

The mystery bomb explosion on a train from Allahabad to Bombay on October 7th is now cleared up. Bhatta Chari, one of the eight injured, has made a statement that he and two others were taking bombs from Benares to Bombay with a view to committing an outrage there during the visit of the Simon Commission. One of the conspirators was amongst the three killed and the others were arrested at Benares.

PROFESSOR'S TRAGIC
DEATH.

FATAL OUTBREAK OF FIRE.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 13th.

Dr. Alexander Mair, Professor of Greek at Edinburgh University, has been burned to death in a fire in his study.

GREAT RECEPTION
FOR HOOVER.

THE SOUTH AMERICAN TOUR.

FURTHER INVITATIONS.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 13th.

The State Department has received cordial replies from Peru, Chile, Uruguay and Brazil to its note asking whether they had any objections to Mr. Hoover's visit.

The Argentine has not yet replied, but a number of countries not included in the projected tour, such as Costa Rica, Colombia, Ecuador, Bolivia and Cuba, have telegraphed asking Mr. Hoover to visit them.

It is announced from the White House that Henry Fletcher, the American Ambassador to Rome, will accompany Mr. Hoover, whose tour is expected to last about seven weeks. The party will travel by the battleship "Maryland" to Valparaiso, and then cross the Andes by rail to Buenos Aires. Another American warship, the "Utah" or "Florida," will then convey them to Montevideo, Rio de Janeiro and elsewhere.

First Port Of Call.

President-Elect Hoover sails from San Pedro, California, on the 19th instant on his visit to South America.

His first port of call will be Balboa, where he will inspect the Panama Canal.

EXCITING SCENES ON WALL
STREET.MAD SCRAMBLE FOR
STOCKS.RADIO CORPORATION
RECORD.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 12th.

There were exciting scenes on Wall Street to-day, when perhaps the maddest scramble for stocks in the history of any Stock Market in the world was witnessed.

Orders rolled in at the astounding rate of 1,600,000 shares an hour, breaking all previous records.

The day's sales approximated the stupendous total of \$6,000,000.

Many issues attained new records, notably the Radio Corporation's common stock, which showed a net gain of 82½ per share at \$298, after setting up a new high record at \$220.

B. AND S. VESSEL FIRED
ON.BANDITS REPULSED BY
GUARDS.

[NAVAL WIRELESS.]

SHANGHAI, Nov. 12th.

The China Navigation Co.'s (Messrs. Butterfield & Swire) a.s. "Kian," which is under the British flag, has been attacked by bandits.

The incident occurred on the Mid-Yangtze River, above Chenglin. There were about sixty bandits who had taken up positions on the bank of the river.

The guard carried on the "Kian" returned the fire and one casualty among the bandits was observed by those on the ship.

THE "WALLING WALL" AT
JERUSALEM.DISFIGURED BY MOSLEM
BUILDINGS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 12th.

Mr. L. M. S. Amery, Colonial Secretary, was questioned in Parliament to-day regarding the erection of Moslems in Jerusalem of constructions on top of the Walling Wall. He was asked if he would give instructions that these erections on this ancient wall should be forbidden.

Mr. Amery replied that the matter was engaging his close consideration. He proposed to take the highest official advice open to him.

Within the next few days he would lay before the House a White Paper on the subject, dealing fully with the intervention of the police, the position of the British Government in Palestine, and the steps taken to prevent similar occurrences.

AMERICA'S NAVAL
POLICY.

AN EFFICIENT FLEET.

SMALL CRUISER DOOMED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Nov. 13th.

The General Board of the United States Navy in a statement declares that its policy will be to build and maintain an efficient and well-balanced fleet in all classes of fighting ships in accordance with capital ship ratios. It will replace all old cruisers with modern 10,000 ton cruisers carrying 5-inch guns and will build similar cruisers at a rate that will maintain an effective cruiser tonnage in conformity with capital ship ratios.

The small cruiser will have no place in its future naval policy in view of its "small value in protection of our transoceanic trade and outlying possessions."

THE UNEMPLOYMENT
PROBLEM.LABOUR CONDEMNATION
DEFEATED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 12th.

The House of Commons by 321 votes to 131, rejected the Labour amendment to the Address, condemning the Government for not having grappled with the unemployment problem.

NAVAL AND MILITARY.

APPOINTMENTS AND SHIP
MOVEMENTS.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 12th.

Captain W. J. C. Lake has been appointed a Naval Aide-de-Camp to the King. Captain Lake has commanded the battle-cruiser "Tiger" since July last year. Following his promotion to captain in December, 1917, he went to the Admiralty. In 1919 he took command of the cruiser "Concord," and was afterwards Flag Captain and Chief of Staff in the "Hawkins," flag-ship on the China station.

Captain R. A. S. Hill, who has been appointed Commodore-in-Charge of the Dockyard and Naval Establishments at Hong Kong, will take passage out in the P. & O. "Mantua," which left London on November 2nd. The ship is due at Hong Kong on December 7th, when Commodore Hill will hoist his broad pennant in such ship as the Commander-in-Chief, China, may select. Commodore J. L. Pearson, C.M.G., now in command, will strike his pennant on the same day and return to England, and that of Commodore Hill will be transferred next morning to the depot ship "Tamar."

Shanghai Defence Force.

Whatever hopes may have been raised by recent reports as to the possibility of a return home of the whole, or even a considerable part, of the Shanghai Defence Force are dashed to-day, writes the Political Correspondent of the "Evening Standard" on October 11th, by an announcement I am able to make on official authority. This is to the effect that the situation in China is continually under consideration by the Cabinet, both on reports from the War Office and the Foreign Office. A policy directed to ease the strain on the British forces has been, and will continue to be followed, and neither Sir Miles Lampson nor his advisers are able to state that the situation or the Nationalist Government have acquired the necessary stability to bring about a release and a return of the British force as a whole. Until next March there will be a continuous stream of troops outward and homeward.

Minesweepers For China.

The "Naval and Military Record" associates the minesweepers, "Sandwich" and "Bridgwater," which are to proceed to China in the spring to replace two older vessels, with the Singapore Base scheme. At present the only minesweeper on that station is the "Petersfeld," and, since minesweeping necessitates two vessels working in company, it may be assumed that she is primarily intended for instructional work. The minesweepers now undergoing completion are of different design from anything which has preceded them in this business. Why they are being sent out to the China Station is not readily apparent to the "Record," for, should they be wanted to fulfil their functions in real earnest, it can hardly associate that part of the world as the likely zone of greatest urgency.

Among the officers appointed for service in the new cruiser "London" is Lieut. Comdr. G. N. Loriston-Clarke, whose last duty assignment was in the cruiser "Despatch," in China.

"HSIN CHI" PIRATES
CAUGHT."SERAPIS" SEIZES TWO
JUNKS.

LOOT IN FISHING HUTS.

[NAVAL WIRELESS.]

SHANGHAI, Nov. 12th.

The s.s. "Hsin Chi" was looted and burnt on Sunday, and only the hull remains. Two big junks with loot on board were captured by H.M.S. "Serapis" this morning. There were several small fishing boats in the vicinity in which some of the pirates got away, while part of the loot was transferred to some fishing huts near the ship.

The China Merchants' s.s. "Hagan" arrived at 9.30 a.m. and is taking off the crew of the "Hsin Chi."

The master of the "Hsin Chi" says that a Salt Gabelle launch with an armed guard on board was there on Saturday, but left later.

The two junks and their crews and the remaining pirates will be handed over to the Chinese authorities by H.M.S. "Serapis" as soon as possible.

Captain's Fears Justified.

The Dutch steamer "Tjitaroen" has arrived here with five first-class passengers from the wreck of the s.s. "Hsin Chi." Two hundred Chinese passengers have gone to Foochow on board native craft.

Owing to the receipt of a wireless message from the s.s. "Tjitaroen" stating that the captain of the "Hsin Chi" has asked for protection against possible pillage by fishing junks, a Chinese gunboat has left Foochow for the scene of the wreck.

Bunt By Pirates.

On the arrival of H.M.S. "Serapis" at Tai Island at 5.30 on Tuesday morning, it was found that the s.s. "Hsin Chi" had been burnt by pirates, who got away in two junks.

HUNGARY TELEPHONES TO
AMERICA.NEW LONG DISTANCE
SERVICE.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, Nov. 12th.

Direct telephonic communication between Hungary and the United States has been inaugurated. The service was initiated by a conversation between Count Bethlen and Mr. Kellogg.

ST. ANDREW'S SALE OF
WORK.

OPENED BY LADY POLLOCK.

[REUTER'S AMERICAN SERVICE.]

The St. Andrew's Church Branch of the Mothers' Union held their Annual Sale of Work in the Church Hall yesterday afternoon, the opening ceremony being performed by Lady Pollock, the dismal weather depriving the occasion of a large attendance, but quite a number of ladies came during the afternoon and the attendants at the stalls were soon busy attending to purchasers.

"The Spirit That Counted."

In opening the Sale, Lady Pollock said that although it was raining it would do no harm as the Colony needed it, and those who were really interested in the Sale of Work would not hesitate to come on account of the rain. The Sale had been held at a very useful time in the year. The proximity of Christmas would enable the purchase of many useful presents all of which were "home-made." It is very satisfying to know that while buying a good present one was also helping a good cause. The proceeds were for Charity, and part of the profits would be sent to the Fochow Blind Boys' Home.

The Rev. W. Rogers thanked Lady Pollock, and little Master Francis Rogers handed her a handsome bouquet of flowers.

The Stalls.

There were a number of stalls at which the work of the members of the Union was displayed many pretty and dainty things being offered to visitors at most reasonable rates.

Mrs. Rogers, Mrs. Black and Mrs. Bliss were in charge of the Works Stall; the sweets, flowers and cakes stall was presided over by Mrs. George and the Blind Girls' Home, Kowloon City, once again displayed a tableful of "woolies" made by the blind girls. This stall was a scene of special activity.

Mrs. Hamblin and Mrs. Durston were in charge of the afternoon tea tent at which all the cakes were "home-made."

There were a number of competitions including a hunt for "hidden treasure."

S.S. "VESTRIS" BOATS
FOUND.SEARCH IN MOUNTAINOUS
SEAS.HEROIC WIRELESS
OPERATOR.

[REUTER'S AMERICAN SERVICE.]

New York, Nov. 12th.

The British steamer "Vestris," a vessel of 10,000 tons en route to Barbadoes, is slowly sinking 300 miles from Hampton Road. Her passengers and crew have taken to lifeboats.

Four coastguard destroyers and six patrol boats are racing to the rescue.

"There are 120 passengers and 210 of a crew aboard the 'Vestris,' and she carries 1,000 bags of mail."

It has been found that the Japanese steamer, which was at first reported to be standing by, rushed to the position indicated in the "Vestris" S.O.S., but has not found any signs of the vessel.

Cessation Of Wireless Messages.

Only by the now silent wireless signals can the fate of the "Vestris" be visualized and the whereabouts of her lifeboats, tossed by the angry seas is unknown.

The first S.O.S. was received at 10 a.m. The starboard deck was awash by noon and 1½ hours later the ship had been abandoned. The steady flow of signals gradually weakened.

The cause of the disaster is a mystery. It is possible that the recent terrific storms in the Atlantic shifted the cargo.

The messages spoke of "lying on her beam ends" and "leaking badly."

Already three ships have raced to the spot last indicated by the S.O.S. signals, but though they have used searchlights they report no trace of the ship or her boats.

An American battleship was among the other rescuers going at fullsteam to the rescue.

Lifeboats Found.

LATER.

An American steamer has found the lifeboats of the s.s. "Vestris." The s.s. "American Shipper

THE CHAMPIONS.

BUSY BEE'S WIN BY A HEAD.

DETAILS OF THE RACE.

SHANGHAI, Nov. 8th.

Though the attendance at the Shanghai Race Club yesterday, says the *North China Daily News*, was far short of what it is in a fine Spring Champions Day, nevertheless it was very large and proved again that what at one time used to be all-sufficient accommodation now is nothing like enough and it will be a happy day when the old building comes down to make way for one of more modern design, with a rearrangement of the paddocks, despite all the old associations that will depart with it. The racing was of an order fitting to the day and all present should have been well pleased with the sport presented.

To wind up, there was the "Retreat" beaten by torchlight by the pipes and drums of the 2nd Batt. H. M. Scots Guards, which was just such an attractive and thrilling spectacle as had been promised. Several thousand people waited after the races for it, the stands and paddocks being well filled and loud applause accompanied each break in the music. Torch-bearers marched in between the ranks of the pipes and drums, making a specially attractive sight during the counter-marching.

The day did not open with great promise, for, just before the first saddling bell was rung, there came a drenching downpour of rain, which continued for about 30 minutes, considerably slowing up the times of the first few races, but after that the weather kept at least dry and the course was not softened sufficiently to upset previous form.

The Big Race.

The Champions had an exciting finish, but otherwise it was not a particularly thrilling race. The earlier qualifications included New Zealand and Poppyland, but the owner decided—quite wisely—not to send the old Champion out for the big race. However, as the Stewards paid Jack the compliment of granting him permission to ride at the first opportunity, he had, Poppyland was saddled as second string to Daredevil.

In the paddock, Coeur de Leon was sweating a little and he did not seem to be in quite such fine fettle as he was at Kiangwan, looking just a trifle listless. Meadowgreen, too, might have shown more life, but he had done some hard work during the meeting. Comparisons are unnecessary as between the rest, for they looked uniformly fit, and the snappy little Firefly was a perfect picture. The draw for positions was:—1, (inside) Charcoal; 2, Coeur de Leon; 3, Wheatcroft; 4, Alligator; 5, Busy Bee; 6, Poppyland; 7, Quiet Eve; 8, Meadowgreen; 9, Firefly; 10, Daredevil; 11, Victory Eve.

Little time was wasted on the course. Alligator was very lively, but Hill did not have any difficulty in keeping him head on. Then the hardmouled Victory Eve broke through the tape and, whirling round, dashed for a furlong the reverse way of the course. However, as soon as he came back they got away in quite satisfactory order. Of the rest there is little to tell. Firefly made the pace a stinger for the damp course, but the mile was about all he could do, and from the Monument the field packed still more and on turning into the straight there was very little between Busy Bee, Charcoal, and Wheatcroft, with Alligator close behind. Wheatcroft at that time was barely out of a canter and seemed a sure winner, but possibly was taken too easily. Any way when they straightened up, Busy Bee just headed Wheatcroft, with Alligator working up. Busy Bee had been very hard ridden from the Monument and Haimovitch had to punch him every inch down the straight, but he stayed on to beat Wheatcroft by a head and Alligator by another two lengths. The three were well ahead of anything else. Daredevil was last, behind Victory Eve and Charcoal—Time, 2 min. 28 1/2 sec.

Result.

- 1.—Messrs. F. E. & H.'s bay Busy Bee.
- 2.—Mr. V. M. Haimovitch, 155 lbs. Mr. E. B. McBain, 155 lbs.
- 3.—Mr. Liddell's grey... Wheatcroft.
- 4.—Mr. E. B. McBain, 155 lbs.
- 5.—Toog's bay... Alligator.
- 6.—Mr. W. Hill, 155 lbs.
- 7.—Also ran:—Charcoal (Mr. H. Maitland, 152); Coeur de Leon (W. Bowling, 158); Daredevil (A. N. Dallas, 152); Firefly (W. N. Wells-Henderson, 149); Meadowgreen (G. Encarnacao, 161); Poppyland (G. G. Jack, 155); Quiet Eve (J. Pote Hunt, 158); Victory Eve (Eric Moller, 158).

Pari-Mutuel:		
	Win.	Place.
Busy Bee.....	2,679	1,974
Wheatcroft.....	1,353	1,408
Alligator.....	2,857	1,789
Chances taken	12,101	10,285

On the going the time must be considered exceptionally good, the race by quarters being:—30.2; 1.20; 1.33; 2.04.2; 2.30.04 (record, 2 min. 32.2-5 sec.).

Haimovitch had his first ride in the Champions at this Spring Meeting, when he received hearty congratulations on winning the big race at his second attempt. He must have been additionally pleased

(Continued on next Column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

BOGEY POOL—FANLING, NOV.

10TH-11TH-12TH.

A. B. Raworth..... 4 up first
F. A. Merry..... 3 up second

Other scores:
W. D. Brown..... one up
L. G. S. Dodwell (twice)
R. H. Hollis..... all square
H. G. Howard..... one down
T. D. E. Pender..... one down
49 cards taken out.

THE ENGLISH CUP DRAW.

FIRST ROUND MATCHES.

(THROUGH KETTER'S AGENCY.)

The following is the draw for the first round of the competition proper of the Association Cup. Matches will be played on November 24th:—

Spennymoor U. v. Hartlepool.
Wrexham v. Carlisle.
Wigan v. Ashington.
Chesterfield v. Rochdale.
Gainsborough T. v. Crewe.
Shirebrook v. Ardley Athletic or Mansfield T.
Tranmere v. Rotherham.
Darlington v. New Brighton.
Grantham v. Ryyl Athletic.
West Stanley v. Annfield Plain v. Southport.
Acreington v. South Shields.
Lancaster Town v. Lincoln.
Bradford C. v. Doncaster.
Jarrow or York City v. Barrow.
Workington or Horwich R.M.L.
v. Scarborough.
Stockport v. Hanfax.
Gillingham v. Torquay.
Salisbury v. Yeovil and Petter's U. v. Plymouth.
Poole v. Bournemouth.
Brentford v. Brighton.
Guildford C. v. Queen's Park R.
Merthyr v. Kingstonsians or Dulwich Hamlet.
Norwich v. Chatham.
Walsall v. Worcester City.
Leyton v. Watford.
Newport v. Woking.
Bristol Rovers v. Wellingborough Town.
Peterboro and Fletton v. Charlton.
Crystal Pal. v. Kettering.
Sittingbourne v. Southall.
Northfleet U. v. Walthamstow Avenue or Ilford.
Exeter City v. Clapton or Barkingside Town.
Coventry v. Fulham.
Luton v. Southend.

at doing it with a pony of which he is joint owner with Mr. Fred Elias.

Details of The Race.

After that they got away in quick time and fairly level, Firefly immediately snatching out to do the first quarter in 30.2 sec. In close attendance was Busy Bee, then Poppyland and Charcoal. At the quarter, Firefly was a length out from Busy Bee, behind whom was a gap of six lengths, and several lengths behind the main body ran Coeur de Leon, Meadowgreen, "Victory Eve" and Daredevil, already seemingly with no chance. Firefly still held a lead of three lengths at the half-mile, but the rest, save those right behind, were rapidly closing. At the Monument the field packed still more and on turning into the straight there was very little between Busy Bee, Charcoal, and Wheatcroft, with Alligator close behind. Wheatcroft at that time was barely out of a canter and seemed a sure winner, but possibly was taken too easily. Any way when they straightened up, Busy Bee just headed Wheatcroft, with Alligator working up. Busy Bee had been very hard ridden from the Monument and Haimovitch had to punch him every inch down the straight, but he stayed on to beat Wheatcroft by a head and Alligator by another two lengths. The three were well ahead of anything else. Daredevil was last, behind Victory Eve and Charcoal—Time, 2 min. 28 1/2 sec.

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(Continued on next Column.)

MR. HU HAN MIN ON SQUEEZE.

HOW TO GET RID OF IT.

EVEN HONEST MEN SUBCUMB TO TEMPTATION.

Mr. Hu Han Min, who was one of Dr. Sun Yat Sen's trusted followers in the days of his adversity and is now chairman of the Legislative Yuan, has been lecturing on the ideals of the party and gives some interesting information in the course of his talk. He said:

"It has always been my policy to suppress rigorously all corrupt officials. In the first year of the Republic I held office in the government at Canton. I found it often necessary to change the district magistrate, in his case, as often as three times in one year. As soon as I heard that one had developed covetous proclivities I immediately dismissed him and brought him to the capital for trial; but these severe methods gave only meagre results. They reduced the amount filched from the people, but by no means abolished squeeze. From this it may be seen that if we desire to have honest men in office we must not confine ourselves to coercing the district magistrate himself.

Custom and Ignorance.

"I came to the conclusion that corruption, in office, was due as much to the local customs and the ignorance of the people about their own rights as to the venality of the officials. It is, therefore, incumbent upon us to develop local self-government and instruct the people so that they will recognize when they are being fleeced and, on the other hand, strictly supervise the actions of the officials.

"It does not matter what man you put in office, whether he is a noted scholar or a man chosen for his good name, as soon as he is put in office as a district magistrate he succumbs to his environment and becomes as corrupt as his predecessors. When a man's good intentions clash with an opportunity for getting money, it is seldom that his resolution is as unbending as iron. The control of finances is at the root of all reform. When a man takes office and has control of the taxes he finds that by yielding to the custom of the place, he can make many tens of thousands of taels without an effort. What is needed is that the people should stand up to the rapacious collectors and refuse to be squeezed. When the common people are educated up to this point we may expect to see a change in the mandarin.

Borodin's Confiscation Policy.

"We are sometimes accused of favouring the urban population at the expense of the farmers, but this is not so. The prosperity of the farmer is bound up with the prosperity of the city. If the people in the cities are impoverished, the farmer will find it difficult to get sale for his produce. We do wish to assist agriculture and, in this connection, I will tell you of an incident that happened when I was in Nanking.

"In the third year of the Republic, when we were reorganizing the Kuomintang, Borodin said to me and Mr. Wang Ching Wei, 'I admire the zeal you men are manifesting toward the revolution and I suggest two reforms to you, but do not know whether you dare carry them out.' We said, 'What are those reforms?' He said, 'The first is to take possession of all the land owned by landlords and give it to the farmers. The second is to confiscate the business of all the large firms in Canton and distribute their wealth to the common people.'

"I just asked him, 'Do you know how many people there are in the province of Kwangtung and have you any idea of the amount of land there is under cultivation?' He said, 'No, I do not know.' I then said to him, 'Since you do not know these things, then how do you know that the distribution of the land to the peasantry would benefit any large proportion of the people? Moreover the curse of landlordism is not the rapacity of the land owners, but the venality of the men who act as their land agents. If you were to hand the land over to the farmers it would, certainly, fall into the hands of these wolves. You would only create a new class of wicked gentry and conscienceless exploiters and benefit the poor people not at all.'

A Warning From Russia.

"I also said, 'As for confiscating the large firms doing business here, we would first need to inquire how Sincere and Wing On dispose of their stock and what profits they make. It would be easy to confiscate their business and distribute the capital, but that divided amongst the population of Canton would give but a small sum to each individual and a large number of people employed by these firms would be rendered destitute. Our attitude to your proposal is not whether we dare do it or not but whether we should do it or not. If it is right we should do it no matter how difficult it might be and if it is no right

(Continued at foot of next column.)

DEATH OF LU YUNG TING.

COLLEAGUE OF SUN YAT SEN IN CANTON.

ROSE FROM COOLIE TO FIELD-MARSHAL.

SHANGHAI, Nov. 8th.

It is with much regret that we have to announce the death, following tuberculosis, of Field-Marshal Lu Yung-Ting, former Governor-General of Kwangtung and Kwangsi.

The late Marshal Lu had a very picturesque career, having risen from probably the lowest station in Chinese life to one of the highest. Born in 1866, Marshal Lu was 72 years of age at the time of his death. Starting life as a coolie, he soon became tired of this and gave it up for the freer and easier life of a bandit. He was notorious for his daring and for cunning and, after a number of years, came to the attention of General Tsen Chun Hsuan, who was then Viceroy of Kwangtung and Kwangsi. That worthy official decided that he could make use of this adventurer, so he promised to reclaim him and offered him a post in the army as lieutenant. It would give up his life of banditry and become a loyal and peaceful subject of the Emperor. Upon an assurance being forthcoming that the offer was a genuine one and that he and his fellows would not be led into a trap, Lu surrendered to Gen. Tsen and became a soldier, swearing that he would devote his life to his country.

War On Banditry.

Lu commanded an expedition against other bandit gangs in his home province and was very successful—so successful in fact was he that he was made a lieutenant-general.

In 1914, Gen. Lu became Tath of Kwangtung, succeeding his fellow-provincial, Lung Chi Kuang, who likewise had started as a coolie, and became a bandit.

A couple of years later, Lu was made a member of the Chiangchun-yuan, the Council of Generals, and given the rank of Field-Marshal.

Marshal Lu held his post for several years and succeeded in suppressing a number of rebellions. In the Civil War of 1917 and 1918, he joined the late Dr. Sun Yat Sen, and became Minister of War.

Following the expulsion of Dr. Sun, Lu and his colleagues were forced to withdraw. This was for but a short period and the party, in the following year, recaptured Canton and Lu was made High Commissioner of Defence for the Kwangsi Border in 1922. He did not hold this position for long, for he was again driven out and has since been in retirement.

Early in 1923, Marshal Lu came to Shanghai and afterwards went to Soochow where he established his permanent residence.

Safety Precautions.

It appears that during his regime in Canton, Marshal Lu did not get on very well with the people; he is said to have exacted huge tolls from them and to have killed at random. For this he incurred the hatred of practically everybody, with the result that, when the Nationalists arrived in Soochow, an order was issued and enforced for the confiscation of his properties, amounting in value to millions of dollars.

Marshal Lu was extremely careful regarding his personal safety. It is known that he used to travel in armoured motor cars and sedan chairs and it is also reported that he continually wore a suit of mail. Over his yamen, he installed a large amount of wire netting as proof against bomb attacks from the air and, it is said, he lived in a room which had walls of steel.

Marshal Lu's death will be received with regret by his many friends whose sympathy is extended to the members of his family.—*North China Daily News*.

THE "TAI LEE" INCIDENT.

FIREMAN FINED FOR HELPING STOWAWAYS.

A Chinese fireman employed on the s.s. *Tai Lee*, appeared before Major C. Wilson at the Central Magistracy yesterday morning on a charge of aiding and abetting 23 passengers to travel on the vessel from Hong Kong to Kowloon without paying fare.

Pleading guilty to the charge, the defendant was fined \$25, or three weeks' hard labour.

The arrest of the fireman, it will be recalled, was made after police investigations when the vessel returned from Kowloon at midnight on Friday. On the afternoon of that day H.M.S. *Faulkner* brought to Hong Kong and handed over to the police authorities 23 men who were found hidden in the ash locker of the s.s. *Tai Lee*. Piracy fears were dispelled when the fireman admitted that he stowed the men away in order to evade fare.

We should not do it even if it were easy.

You see then that in making a revolution it is not always the most drastic methods that are most effective.—*North China Daily News*.

This will only appeal to Ladies who are interested in Parisian Frocks.

Several Paris Houses, known for their Chic Models, have arranged to supply their latest styles to Madame Clerget.

The First Consignment consisting of

Evening Gowns,
Evening Coats and Wraps
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in beautiful patterns and gay colours.

This first consignment arrives in excellent time for the Festive Season, now fast approaching and an early call is necessary.

All Prices are Exceedingly Reasonable

MADAME CLERGET
Ice House Street.

"THE LATEST FROM PARIS" AT THE QUEEN'S.

NORMA SHEARER'S CLEVER ACTING.

"KING OF KINGS" COMING THIS MONTH.

Norma Shearer takes the leading rôle in "The Latest from Paris," showing to-day at the Queen's, and while George Sidney, the hero, is quite a competent actor and good looking (rather in the hairdresser's assistant style) it is safe to say that Miss Shearer is the film. The story shows her as a clever commercial traveller selling model frocks and coats with George Sidney as her rival whom she generally beats. The rather severe tweeds and simple dresses which she effects set off her very real good looks admirably, and she is, of course, a clever and lively actress. The adventures and misadventures all follow well worn lines but carry one on smoothly to the appropriately conclusion.

It is quite an amusing and entertaining film, but one does sigh to see on the films English faces and English scenery and to have things done in the English way.

Good luck indeed to Elstree and may the British Government give it a thumping big grant and "every facility." But there is no denying that Hollywood knows its job and it was good work to make so slight a story as "The Latest from Paris" into an amusing entertainment. It shows, too, that a good star is worth her salary.

"THE KING OF KINGS."

COMING TO THE QUEEN'S.

The famous motion picture "The King of Kings" is to be screened at the Queen's Theatre for a limited number of days commencing Tuesday, November 27th, according to a special advertisement in this issue. Perhaps no other film ever produced has caused so much comment as this screen version of the life story of Christ, but one point upon which the critics have agreed is that the sacred story has been handled with great reverence and care by its producer Cecil D. De Mille. A writer in *The Christian* (Continued on next Column.)

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPER-INTENDENT OF POLICE.]

Police Training School.

Classes for Police Reservists as usual on Tuesday, November 13th and 20th at 8 p.m.

All those who have recently passed Part 2 will attend at the Police Training School on Tuesday, November 13th and 20th at 8.30 p.m. sharp for instruction in the handling of Revolver.

Squad Drill, etc.

All recruits of the Chinese Company (with those of other units) will attend at Central for Squad Drill etc. on Thursday, November 15th at 5.30 p.m. under Sergeant P. Condon Dress-Mutti.

M.C.L. Fête.

All Police Reservists who are assisting at the M.C.L. Fête in Lee Gardens on Saturday, November 17th will wear White Uniform, Cap with white cover, and Belt; no arms will be necessary.

Chinese Company.

Constables R33 Pang Hok Ling and R87 Lam Ping have been taken on the strength of the Chinese Company as from November 8th.

TRAINING.

Constables R73 Frank S. Y. Wong and R86 Ho Lam have passed their examination in Part 2 of Training Course (knowledge of Police duties and regulations).

(Continued on next Column.)

World" said: "I was struck by its simplicity and by the power of its appeal to a popular audience. I saw the people go in—talking lightly and laughingly, very much like the pleasure-seekers who were thronging the doors of neighbouring theatres. I saw them come out—silent, awed, subdued, with tear-strained eyes. If anyone had told me that the crucifixion could be enacted on the screen without any offence to devout feeling or fastidious taste, I should have dismissed the suggestion as impossible."

Much of the picture is in the technical colour process, thus enhancing certain scenes which demand a lavish setting.

SIGNALLING SQUAD.

Class for instruction in signalling under Mr. R. C. Wilson will be held at the Company's Headquarters on Thursday, November 15th at 8.45 p.m. and Monday, November 19th at 6 p.m.

There will be no parade for Extended Order and Baton Drill on Thursday, November 15th.

Indian Company.

STRENGTH.

Constable R229 Ghulam Rasul has been taken on the strength of the Indian Company as from November 7th.

PARADE.

All ranks of the Indian Company will parade at Police Headquarters on Tuesday, November 20th for drill under Sergeant Condon. Fall in at 5.30 p.m. sharp. Dress—White Uniform, belt and cap with white cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, November 13th. Fall in at the Tai-tan-tai Fire Brigade Station at 5.30 p.m. sharp. Dress—Khaki Uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, November 15th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress—Khaki Uniform.

Sharpshooters' Company.

The following notification in the *Hong Kong Government Gazette* is repeated for the information of all ranks:

The *Hong Kong Government Gazette* of November 9th, 1928, Notification No. 612.

"His Excellency the Officer Administering the Government has been pleased to appoint Mr. Ernest Rendley Dorey to be Assistant Superintendent of Police (Reserve) and to be in command of the Sharpshooters' Section of the Police Reserve."

REVOLVER PRACTICE.

Revolver practice will be carried out on Kennedy Road Range on Sunday, November 18th at 10 a.m. Members will assemble at the Range at that time, with belts and holsters with revolvers. Uniform optional. A demonstration of the use of the Thompson Sub-machine Gun will be given at the close of the practice.

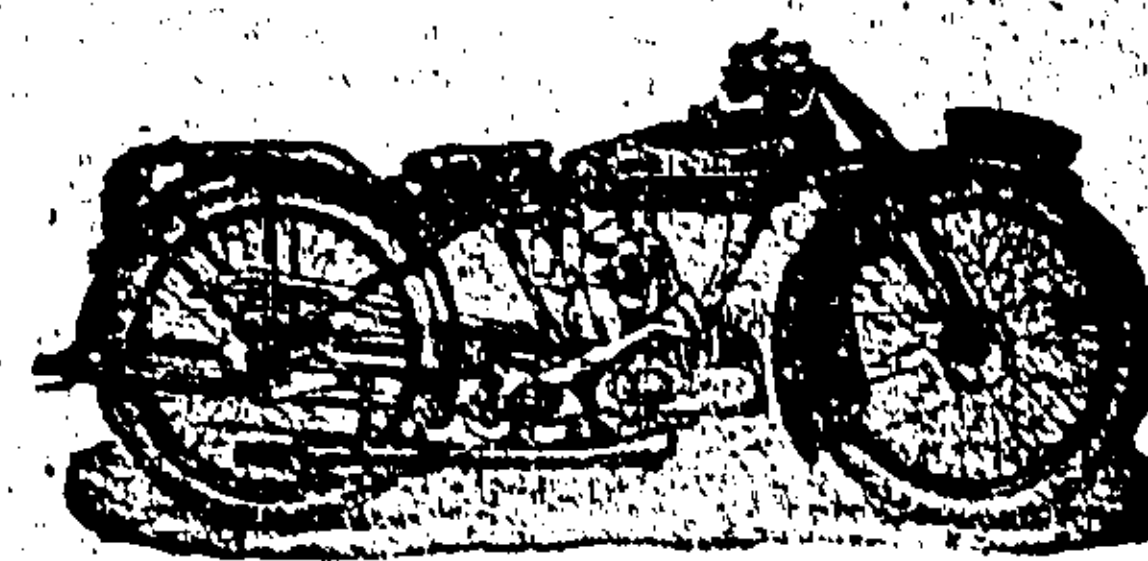
(Sgd.) D. L. King, D.S.P. (R), Adjutant.
Hong Kong, November 13th, 1928.

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JUNIOR-SENIOR-SIX
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THE HONG KONG DAILY PRESS, WEDNESDAY, NOVEMBER 14th, 1928.

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Good Year Tyres—Woman Owner-driver—Cross-road Puzzle—A Sport that bans Bookmaker—
Noisy Motor-cars in Britain—Cars of To-day—Austin Seven Modifications.

MOTOR NOTES.

THE KING'S NEW CAR.

H.M. The King has recently acquired a new car, his fifth in 20 years. The Royal cars are so well kept that they are fit for duty for many years after they have been acquired. The new car is all-British with a "double-six" engine and is painted in the usual dark crimson.

As is well known the King's cars carry no number plates, a purple light on top indicating the Royal Motorist.

RECENT REPEAT ORDERS.

Among the many interesting orders received recently by the Albion Company may be noted a further repeat order for six 3-ton chassis from Messrs. J. Lyons & Co., Ltd. This is the ninth order received from this firm. Other orders were for three 4-tonners on pneumatics from the Navy, Army & Air Force Institute, and an order for four 3-tonners on solids from the South Africa Railways. All these are, of course, repeat orders, and are in addition to many others received from users whose names are not so well known throughout the world.

BRITISH INTERNATIONAL MOTOR BOAT TROPHY.

The gallant attempt of Miss Carstairs, the well-known woman marine motorist, to bring back from America the British International Trophy was unsuccessful through a stroke of ill-luck. The British challenger had had a speed boat, "Estelle II," specially built in this country and fitted with a British 600 h.p. engine. This remarkable 91 ft. craft was shipped over to America for the races which took place at Detroit on September 1st and 3rd. In the first day's racing, however, after making a good start and covering two miles, the boat overturned, Miss Carstairs breaking two ribs and her mechanic also sustaining injuries. The boat at the time of the mishap was putting up a very fine speed, considerably in excess of the American winner, whose average speed was 43.63 knots.

BEAN VEHICLES FOR WEST AFRICA.

Bean Cars, Ltd., report the receipt of orders from the Crown Agents for the Colonies for 20-cwt. commercial vehicles for the Nigerian frontier force, police force, public works department, medical, sanitary and veterinary services.

NEW RECRUIT FOR GOOD-YEAR FIRM.

One of the foremost figures in American aeronautics—Commander J. C. Hunsaker, formerly chief of the design division of the Bureau of Aeronautics, United States Navy—has been elected vice-president of the Goodyear-Zeppelin Corporation, a subsidiary of the Goodyear Tyre and Rubber Company at Akron, Ohio, U.S.A. Commander Hunsaker will be engaged in research and development of commercial relations in connection with airship manufacture by Goodyear-Zeppelin.

OVERSEAS DEMAND FOR BRITISH MOTOR BOATS.

During the early part of this year British built motor craft fitted with British marine engines were exported to Overseas districts including Siam, Dutch East Indies, Panama, Trinidad, Jamaica, West Africa, Iraq, India, Malaya, Italy, Greece, etc., while for service in Australia, South America, Turkey, Finland and the Virgin Islands British built and engine motor boats are under construction at the present time.

WOMAN OWNER-DRIVER.

LEARNING TO DRIVE.

[BY RUTH W. HOW.]

All the thousand joys of motoring are known only to those who own, know and love the car they drive, and any woman who has room in her life for another real, absorbing interest should consider buying a car now. This month more than half the cars will be off the road and by next spring she will have learnt all the delights of the owner-driver.

Before the would-be motorist goes to Olympia, however, she should at least know how to drive one or two makes of cars and something about their mechanism. She will then be able to choose

her car intelligently, knowing what she does and does not want. Even a few lessons will enable the novice to form an opinion as to the most suitable driving-seat, whether she prefers right or left hand gear change and brake, and whether coupe, two-seater, or baby saloon will best serve her purpose.

Generally speaking a woman should be taught by a professional teacher—not her husband, father, brother or lover. It is nerve-racking for the possessive male to sit by the one who matters most in the world and quietly and firmly to insist on her doing the right thing at the right moment in the right way, when the only thought in his mind is her safety. It takes away the nerve and patience a teacher must have and frightens the pupil.

An expert whose business it is to know all about cars and to teach others has no nerves, and to do the right thing in an emergency is second nature to him. The pupil

can concentrate entirely in doing as she is told; she need never hurry or slur anything. Even if she does the wrong thing the expert can correct it without danger.

Many drivers never change gear properly, because in the beginning they learnt with divided attention—they jammed the lever up and down as quickly and secretly as possible with more than half their mind on the dangers of the road. With a good teacher there are no dangers.

A driving lesson should not last long enough to cause fatigue, or it will be a wasted lesson. Two or three short lessons on one day are at first more profitable than one long one. A good plan is to have the second lesson, when the pupil will have learnt the position of the controls, in the dark, and she will then realise the importance of "eyes front," and will never afterward try to locate her pedals or levers by looking down.

A woman who has been properly taught also will never, as so many drivers do, rest a foot on the clutch and deny doing so even when confronted with the damage done. Finally, a pupil should have entire faith in her teacher, and she will find herself a good driver before she realises she has been taught.

WORLD'S BIGGEST.

New extensions of the Dunlop cotton mills at Rochdale in Lancashire now make these the largest in the world under one roof. They have 35 acres of floor space; 338,400 spinning spindles; 100,000 doubling spindles; 3,000 workers (at the least); 14,600 h.p. of electricity.

Every week 1,100 bales of cotton are turned into half-a-million lbs. of yarn, which is doubled and made into cord for Dunlop products, chiefly tyres.



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work, safeguard Goodyear
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in the world of
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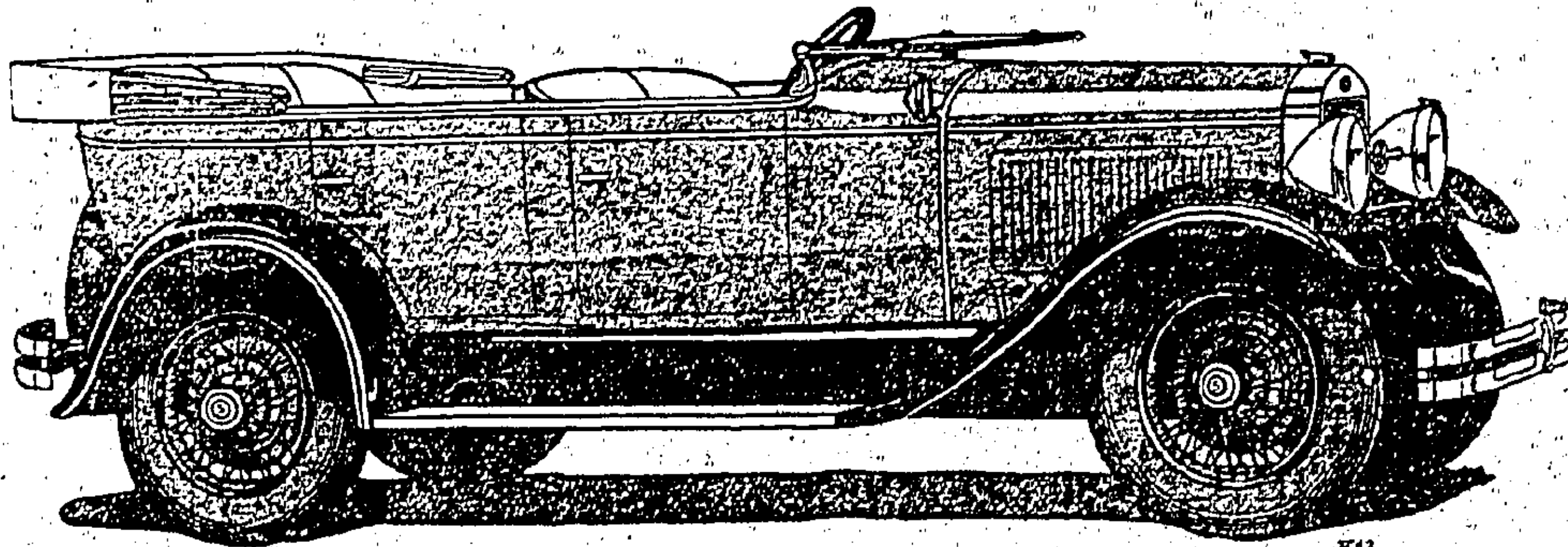
THE rare new beauty of this new Director Tourer will win you instantly—and Studebaker's thoroughbred performance will make you a life-long friend. 5,000 miles in 4,751 minutes is the official record of this economical 70 horsepower Studebaker. Even in £3,000 cars you cannot equal a new Studebaker's amazing riding comfort, for this Director has Studebaker's new ball bearing spring shackles—the greatest improvement since balloon tyres! These patented ball bearing spring shackles eliminate rattles and squeaks—require inspection and lubrication only every 20,000 miles.

This new Studebaker Director offers everything you want at a price you are willing to pay. Come and see it today!

A Car for Every Purse and Every Taste

Studebaker builds four grades of cars—The President Eight (30,000 miles in 16,326 minutes); The Commander (21,000 miles in 22,968 minutes); The Director (20,000 miles in 4,751 minutes); The Elite (10,000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

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STUDEBAKER

THE GREAT INDEPENDENT ESTABLISHED IN 1852

MOTORING NOTES (CONTD.)

CROSS-ROAD PUZZLE.

AMERICA'S LATEST IDEA.

"STOP DEAD" BEFORE CROSSING.

[BY THE HON. MAYNARD GREVILLE.]

Periodically, various schemes are put forward for the prevention of accidents at road crossings; such as the right-hand rule or new methods of signalling; but they all meet with a rather mixed reception.

The latest idea hails from America. It is actually working in at least one State; and though at first sight it would seem to be rather drastic, it has the undoubted advantage over the other schemes, that it does not give anyone a right over anyone else. This method is the one adopted in Michigan State to prevent side collisions, or even head-on meetings at road junctions, as the rule insists that anyone approaching one of these scheduled crossings must actually stop dead before proceeding.

The obvious argument against this rule is that it would seriously impair average speed figures on a long journey, but this would only be true if the rule was applied indiscriminately at every crossing. Should a rule of this kind be adopted in this country I should suggest that it should apply only to really dangerous crossings in a neighbourhood in which the traffic was heavy. It would obviously be absurd if enforced at every little crossing, but there is a good deal to be said for the idea if used with discretion.

Take, for instance, its effect on a really dangerous right-angle intersection of two main roads, where both lines of traffic have an equal right to the road. Every car on reaching it would actually have to stop for a fraction of a second, and even if two cars did hit each other they would be going too slowly, even with the fiercest acceleration, to do any really serious damage, either to the vehicles or the occupants.

Little Time Lost.

As to the time lost, provided the rule was only applied at really dangerous crossings, it would be very little. I recently tried the experiment on a twenty-mile stretch of road on which I instituted three of these "stop" crossings for my own benefit. The time lost, taken by stop watch, was only a few seconds for the total of all three as against taking the crossings in the normal way at about 20 miles an hour. If the authorities ever thought of introducing a regulation of this kind in this country it must not be overdone, but I should think that on a normal hundred-mile run anywhere one would be unlikely to find more than half a dozen crossings of this type, where the "stop" rule would be in force.

This rule also would not interfere with any other regulation which might be brought in, such as giving way to traffic on the right, as any crossing where the stop rule was in force would have an easily distinguished and appropriate sign with a coloured light at night.

It may be asked how this "stop" rule could be enforced, and doubtless it would be impossible to do so in all cases. At the same time neglect to stop at one of these crossings would in itself, constitute dangerous driving, and if an accident did occur, and it could be proved that one of the vehicles did not comply with the rule, that vehicle would have to take the blame for the accident, while, if a policeman was present, the motorist would always be liable to be summoned, even if no accident occurred.

Right-hand Rule.

With regard to the suggested rule that traffic at cross-roads should give way to vehicles on the right, which is frequently known as the "right-hand rule," I have always been, and still am, in favour of it, though I know that it has several disadvantages. The argument is frequently put forward that, as our rule of the road is the opposite to any other, and entails driving on the left, we should give way to vehicles on the left of us at cross-roads. I do not think this is so, as the important thing is that the driver sits on the right of the car he is driving, and always has a better field of vision on his right. It is easier for him to see things approaching from the right, than from the left, and therefore it is better for him to give way to the things on his right.

At any rate I am quite certain within the next few years some rule of precedence will have to be adopted at cross-roads, as undoubtedly many accidents at these points happen through the belief shared by both drivers that the other man is going to give way. There is a type of arrogant individual who always presumes, whether he is on his feet or in charge of a car, that everyone else is going to get out of his way, and when two of these meet at right angles the inevitable happens. —London Morning Post.

CARS OF TO-DAY.

AUSTIN SIXTEEN 6-CYL.

The mechanism of the Austin Sixteen six-cylinder saloon is clean in design, and gives reasonable accessibility, while the car has an attractive appearance.

With its 2-litre six-cylinder engine, a moderately low top gear of 3.18 to 1 and a chassis weight of 1,450 lb., this Sixteen has unusually good acceleration and climbing powers. For example, on the open road, it attained a speed of 55 miles an hour with ease. The road was dry and there were only two persons in the saloon, but the old Dashwood Hill was rough and the breeze was partly against the car. The rates at the bottom and top of the new hill were 30 and 43 miles an hour, and with a standing start on third the crest of the old hill was passed at 32.

The bore and stroke of the engine are 63.5 and 111 mm., and the brake horsepower at 2,400 r.p.m. is given as 40. The crankshaft runs in eight bearings and the valves are on the near side. The tappets can be adjusted in the ordinary way. Although covers are meant to be oil-retaining, there should be no need for a lot of small bolts to hold the plates. The inlet and exhaust manifolds are above. The former has a branch towards each end and two double branches either side of the centre. There are buffer ends. The exhaust manifold has the pipe connected to it forwards. The brass holding nuts can be got at with a box spanner. The carburettor is accessible for cleaning or changing the jets, a hot-spot is provided for the mixture, and feed is on the autovac system. The main petrol tank, which holds eight gallons, is below the front seats. A filler is extended to the side and is freely got at with the off-side door open. An extension inside the mouth of the filler can be pulled out, and a flexible extension nozzle is supplied in the kit, for filling from a can.

Oiling Arrangements.

The oiling arrangements are sensible. Lubrication is forced to all the engine bearings and a feed is taken to the timing chain, which is at the back of the engine. There is a good-sized filler with a pull-off lid and a deep gauge inset; nearby is a float level indicator, and on the same side, under the bonnet, on the dash, is a large circular oil filter. There are no obstructions or attachments to the cylinder head. The sparking plugs are to hand in the centre of the head. The film radiator is mounted in the shell, and there is eccentric adjustment for the belt driving the fan behind it. On the off-side there is a water pump, and at the bottom of the casing is a tap, which also drains the radiator. The gland of the pump can be regulated or repacked without dismantling. In tandem with the pump and behind it is the generator. I saw no means of adjusting the timing chain from outside. The distributor and make-and-break are vertically driven above the generator and can be examined without loss of time. Steering is by worm and wheel.

Engine, clutch, and gear-box form a unit; the whole is held at three points: the forward single bearing is rubber lined. A single-plate dry clutch has toggles for the withdrawal; they can be adjusted. The pedal travel can also be altered. Clutch and brake pedals can be moved for length. The spigot bearing is automatically lubricated. The starter is built into the clutch housing face, which is cast with the gear-box and is on the near side. There is no inspection plug over the pinion, although the starter can be slacked back by undoing three nuts. There appeared to be no means of lubrication for the clutch pedal shaft bearings.

Four Forward Speeds.

There are four forward speeds. I have already given the top ratio, and the other three are 3, 12, and 20 to one. Thirty by 51 m. tyres are supplied. The speeds are changed by a central lever, which has a catch for reverse, and works in a visible gate formed with the lid of the gear-box. In the lid there is a filler plug, and a level tap is conveniently placed in the near side. Just behind the box is a locomotive contracting brake, which has been used on Austin cars now for several years. Each shoe can be adjusted by hand from each side near the top, and there are rubber washers, which allow some compensation. This brake is worked by a hand lever placed just to the offside of the speed lever. The propeller shaft is open, and is coupled forward by a Hardy type of joint and by a metal universal at the back. The rear axle is three-quarter floating, and contains helical level gear mounted on roller bearings. Alteration in the depth of the mesh of the crown wheel can be made externally from the back of the axle sleeves.

A pedal applies the four-wheel brakes. Balance of action between the front and rear sets is provided, and there is a convenient primary hand adjuster. Cables are used for the final application, both front and back, and the four drums are enclosed. The front brakes work

simply, the spindles operating the cams being anchored to the top of the stub axles. The track rod is adjustable, and behind the axle, and there are jacking pads on the axle. The springs are half-elliptical, and those in front have the least camber. There are no stops behind the back shackles. The suspension works with shock absorbers fore and aft. Instead of gaiters, there are aluminium plates between the leaves. The rear springs are underslung.

At the back of the body there is a folding grid, and in front of it a spare wheel and tyre. The jack is fixed under the bonnet, and in the scuttle there is a tool cupboard. On the dash, on the off-side, are the electrical cut-out and fuse. The arrangements of the body struck me favourably. The saloon is a four-door, five-seater, with partly flexible fabric covering. Each front seat can be adjusted. There are six side windows, and all the glasses can be moved. The two front ones go all the way down, and the driver has a quick-action lever for raising or lowering his glass. A good view behind is afforded by a wide window. There is enough head clearance, and the seating was comfortable.

GOODYEAR TYRES.

HOW THE RIGHT CORD FABRIC WAS DISCOVERED.

One of the first tyre manufacturers to recognise that the cord frame-work or foundation has more to do with the ultimate mileage of tyre than anything else, was the Goodyear Tyre & Rubber Company. Years ago they set to work to determine exactly which species of cotton should be used and how it should be constructed and built into the tyre.

A long series of experiments followed, which led back even to the growing of cotton, to the ascertaining of the best cotton markets and eventually to the establishment of five fabric mills in various parts of the United States and Canada. These mills were now devoted exclusively to the fabricating of cord for Goodyear tyres.

After the various kinds of cord fabric were made, they were built into Goodyear tyres and exhaustive

laboratory and road tests were conducted. It was during these tests that engineers found that the main cause of unsatisfactory mileage or of premature failure was "fabric fatigue." Ordinary cord seemed always to lose its life after the tyre had run but a few thousand miles.

This was caused, they found, by the lack of stretch, flexibility and durability of the individual cords which made up the body of the tyre. The tread stood up, it was discovered, but the cords did not conform to the natural rolling action of the tyre and every time the tyre struck an obstacle in the road, each cord would stubbornly resist the blow. The result was a quick failure of fabric in the body of the tyre.

In order to correct this condition, the engineers worked out a frame-work that was unusually durable and flexible. Each cord was spun of choice fibre cotton and woven in such a manner that it would stretch and recover time and again before losing its flexibility.

This cord—Supertwist—Goodyear's highly elastic tyre cord material overcomes "fabric fatigue" and has made Goodyear tyres give the long mileage that they do. It is a patented Goodyear process that can be found in no other tyre.

A SPORT THAT BANS BOOKMAKERS.

POPULARITY OF DIRT-TRACK RACING.

Colonel the Master of Sempill, presiding in London at the statutory meeting of Speedways Trust, Limited, which owns International Speedways, Limited, said that dirt-track racing had become exceedingly popular in this country. It had proved itself to be a fine and thoroughly clean sport.

The original policy of the directors—a policy to which they had most stringently adhered—was definitely to prohibit book makers or betting at all meetings. He was glad to say that this policy had proved successful in every way, and did not deter the real sporting public from attending the meetings. The average paying attendances had shown a very steady increase, being during September 1928 per cent. in excess of the average in May.

Turning to the question of riders, the Master said that originally they brought over from Australia, under contract, about eleven riders. Four more under contract had recently arrived, and, in addition, they had several English riders under contract.

"The ambition among motorcyclists and others here to become dirt-track specialists," he said, "is quite remarkable. We have had many hundreds of applications. Our speedways are open for practice, and by this means we have been able to select and we are still selecting riders of promise. Some of them have become very expert. I predict that next year there will be quite a number of British riders well able to compete with our friends from Australia, America, and the Continent generally."

Weather conditions would necessitate a close season, and for a few months their tracks would be closed down, although they hoped to continue racing for some weeks yet on some of them.

Leading the Field

in Quality at Low Prices

H.K. \$1,850.



The perfected Whippet Four and the new Whippet Six stand out sharply as the two supreme values in the low price field. The development of these outstanding motor cars has resulted in record-breaking sales for Willys-Overland.

World's Lowest Priced Six

The new Whippet Six, presented as the world's lowest priced Six, has a 7-bearing crankshaft, full force-feed lubrication, silent timing chain, invar-strut pistons, 4-wheel brakes, 109½ inch wheelbase and a host of other features.

A Finer Four at a New Low Price

The Whippet Four provides an array of advanced mechanical features perfected and proved by hundreds of millions of miles of owner use. Notable among these superiorities are full force-feed lubrication, silent timing chain, large 4-wheel brakes, unsurpassed economy, and remarkable speed and liveliness.

You will be delighted with the smooth and quiet performance of these cars. A trial drive entails no obligation to purchase. Choose your model and we have confidence that the car will sell itself.

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WILLYS - OVERLAND - FINE - MOTOR - CARS

AUSTIN SEVEN MODIFICATIONS.

BUT NO BIG CHARGES.

The Austin Seven models for 1929 will incorporate certain modifications, although there have been no radical changes in the general design. For instance, the radiator is now considerably higher, so that the lines of the car are improved and the appearance enhanced by the nickel-plated finish.

Other improvements include a gearbox speedometer drive and the fitting of the speedometer in a more central position on the dashboard, together with an improved gear lever position, so that it falls more readily to hand. The shock absorbers now carry a brass disc at the friction pivoted point on each side of the frame member to separate it from the friction discs. The result of this being that they are more efficient and less affected by the intrusion of dirt and mud. Additionally, rubber bushes replace the wooden ones normally used in the arm anchorages to the axles. Another improvement which will be appreciated when changing a wheel is that each brake drum is secured to the hub by means of three screws, this preventing the drum from being removed with the wheel. The starting handle has been extended to facilitate swinging the engine when a radiator muff is in position. There will be listed also next season a new metal coupé having a fabric top and built on similar lines to the Austin Seven fabric saloon; it is, however, slightly lower and the steering is more raked. Accommodation is for two persons with space for luggage.

NOISY MOTOR-CARS IN BRITAIN.

LONDON MAGISTRATE SAYS THE LAW IS TOO VAGUE.

These cases are extremely difficult to decide, because the wording of the Act is so wide," said Mr. Bingley, the Marylebone magistrate, in dealing with summonses against motorists for driving cars with alleged ineffective silencers. He said the offence in the words of the Act was to:

"Use a fitting which allowed the exhaust gases from the engine to escape into the atmosphere without first passing through a contrivance suitable and sufficient for reducing, as far as might be practicable, the noise which would otherwise be caused by the escape of the gases."

(Continued on next Column.)

FOUNDER OF "THE CO-OPTIMISTS."

MR. A. DE BEAR AND HIS CREDITORS.

LOSSES ON THEATRICAL VENTURES.

The first meeting of the creditors of Mr. Archibald De Bear, the theatrical producer, and one of the founders of "The Co-Optimists," took place at Bankruptcy Buildings, Mr. Waterer, the Assistant Official Receiver, presided. The receiving order was made on the petition of a firm of money-lenders who claimed to be creditors for £350.

Mr. Waterer said that Mr. De Bear's total indebtedness was £5,500, and that there were roughly thirty creditors. In June, 1928, Mr. De Bear, with Mr. Laddie Cliff and Mr. Clifford Whitley, formed "The Co-Optimists" at the Royal Theatre with a capital of £200, of which he supplied £250 and his partners the remainder.

A limited company was formed in January, 1929, to take over the show, and for his interest Mr. De Bear received shares, but no cash. Mr. De Bear, together with Mr. Whitley and Mr. Cliff, was appointed a director with a salary of £25 a week, plus expenses of £10 per week, in addition to which he became entitled to royalties as part author.

He was connected with that company until July, 1927, when its affairs went into voluntary liquidation. The show was a great success, and while he was engaged in its work only, he was quite solvent, but in 1924, he ceased his association with "The Co-Optimists" and so forfeited his remuneration. Value Of A Name.

He produced "The Punch Bowl," of which he was the author, at the Duke of York's Theatre. "Punch Bowl" Productions, Limited, was formed to run the show, (Continued on next Column.)

Mr. Bingley said he had got to be satisfied in the vague words of the Act, to whether an engine was silenced so far as was reasonably practicable, and he supposed that depended more or less on the kind of car. He hoped sincerely that there would be some legislation that would make it easier for magistrates to decide these cases, and he understood that that was in prospect.

Three of the motorists were fined 10s. each, and a fourth, who called an expert to say that his car was effectively silenced, had his summons dismissed.

MACAO RACES.

FOUR HANDICAP EVENTS.

NEW PONIES ARRIVED.

[BY EARLY BIRD.]

A very fair entry has been received for the next meeting of the Macao Race Club which will be held at Macao next Sunday, November 18th.

I have been informed by the Secretary, Mr. S. W. Cheng, that quite a few of the recently acquired ponies from Shanghai have been showing likely form considering that they have hardly had sufficient time to settle down to their new surroundings.

I notice there is a regrettable absence of "A" Class ponies owing to three ponies of this class having been relegated to "B" Class. I have no doubt they will have a better chance at future meetings.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Nov. 13th.	Previous Day	On Day	At 2 p.m.	At 6 a.m.	At 10 p.m.
Barometer...	29.99	29.99	29.95		
Temperature...	71	69	70		
Humidity...	83	93	88		
Wind—					
Direction	Calm	NE	North		
Force	0	2	4		
Weather	0	0D	OR		
Rain	0.05	0.00	0.33		

Highest open-air Temperature, 12th: 75.

Lowest open-air Temperature, 13th: 69.

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

HONG KONG TIDE TABLE.

From November 14th to 20th, 1928.

From November 14th to 20th, 1928.						
High Water.				Low Water.		
Days of Week.	Date of Month.	Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.	
Wed.	14	h. m.	ft. in.	h. m.	ft. in.	
		11 32	5 1	4 45	1 9	
		9 47	7 7	3 44	3 8	
Thur.	15	0 23	4 8	5 27	1 8	
		10 13	7 8	4 0	4 1	
Fri.	16	1 33	4 3	6 12	1 9	
		10 41	7 8	4 6	4 3	
Sat.	17	1 15	4 7	6 2	2 0	
		No inferior, high		nor low		
Sun.	18	1 54	7 4	7 58	2 1	
		No inferior, high		nor low		
Mon.	19			8 59	2 1	
		No inferior, high		nor low		
Tues.	20	0 43	7 1	10 1	2 2	
		No inferior, high		nor low		

THE ENTRIES.

THE MACAO FOURTH AGGREGATE STAKES: ONE MILE.—Caesar, Westlake, Wuchang, Dawn (late Ashcroft), Vila Nova (late Ching Hoi), Ma Kau Siao, Lan Pak (late Desert Wind), Loo Pak (late Loyal Henchman), Wild Fellow, Veloz, My Lady.

THE NOVICES RACE ONE ROUND.—Activity (late The Farmer), Twilight Eve, Duke of Neiblung, Grey Eyes, U Un II, Rio Tejo (late Waichow), Rio Guadiana (late Copper Mine), Rio de Janeiro (late Silver Mine), Vila Branca (late Zircon II), Vila Flor (Kwong Chow), Sutherland, Movanager, Ace of Spades, Odavero (late L. C. Bill), Ploughman, May, My Lady.

THE SECOND NOVEMBER CONSOLATION PLATE: HALF A MILE.—Activity (late The Farmer), Caesar, Tarzan, Twilight Eve, Duke of Neiblung, Ullswater, U Un II, Westlake, Wuchang, Glory, Vila Branca (late Zircon II), Vila Nova (late Ching Hoi), Ma Kau Siao, Veloz, Sutherland, Movanager, Ace of Spades, The Haugh, As You Like It, May, Sunning.

THE ILHA VERDE HANDICAP "A" CLASS.—Ma Kau Siao, 155 lbs.; Loo Pak (late Loyal Henchman), 142; Loo Pak (late Desert Wind), 145; Activity (late The Farmer), 145; My Lady, 140.

THE ILHA VERDE HANDICAP "B" CLASS.—Gaviere, 151 lbs.; U Un II, 163; Wuchang, 145; Glory, 158; Westlake, 158; Aristophanes, 148; Sunning, 150; Bright Prospect, 157; Caesar, 144; Vila Branca (late Zircon II), 157; Veloz, 140; Tarzan, 152; Twilight Eve, 145.

THE ILHA VERDE HANDICAP "C" CLASS.—Duke of Neiblung, 163 lbs.; Ullswater, 156; Green Eyes, 150; Westlake, 158; Vila Nova (late Ching Hoi), 157; Sutherland, 145; Ace of Spades, 153; The Haugh, 147; Duke of Artagan, 143; As You Like It, 145; Man of War, 145; Siang River, 145; May, 150.

THE ILHA VERDE HANDICAP "D" CLASS.—Rio Tejo (late Waichow), 145; Rio Douro (late Spring Day), 145; Rio Guadiana (late Copper Mine), 158; Rio de Janeiro (late Kwongchow), 140; Vila Flor (late Kwongchow), 140; Movanager, 150; Fook Shau, 140; The Zebra, 140; Ploughman, 140; Little Darling, 144.

HOCKEY.

Y.M.C.A. 2nd XI. v. RECREIO 2nd XI.

The following will represent the Y.M.C.A. 2nd XI. against the Club de Recreio II. at King's Park on Thursday next, November 15th. Fully-off at 5 p.m.
W. Borsowman, V. Petherick, F. S. W. Smith, E. G. Sewell, J. M. Purvis, W. McIntyre, A. Tate, G. Mitchell, T. Seddon, T. J. Price, W. H. Smith.
Reserves: W. E. Price and P. Sands.

LOCAL FOOTBALL.

TODAY'S FIXTURES.

The following games are down for decision to-day in the Mid-week League:—

China Athletic v. P.W.D. Chinese, "Hong Kong F.C. ground."
Referee: Mr. Samp.
Hunk Kui School v. Hong Kong Police, China Ath. ground.
Referee: Pte. Farnsworth.
South China v. Lam Long Wan, St. Joseph's ground. Referee: Pte. Lamb.

The best game of the series should be on the H.K.F.C. ground between the Athletic and P.W.D. These teams head the League with the Athletic a point to the good.

The Police meet the Hung Kui School on the Athletic ground at Happy Valley. These teams are at the bottom of the table each with two points. The Police should win to-day.

An even game should be seen on St. Joseph's ground between South China and Lam Long Wan.



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VICHY-CELESTINS is a natural order which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood stream from all impurities.

Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

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NOTICE TO CONSIGNEES.

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AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
FROM UNITED KINGDOM
VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godowns on and after 13th November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th November, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 3rd December, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
13th November, 1928. [6978]

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "PFALZ" having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained as usual.

All Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th November, 1928, will be subject to Rent.

No Fire Insurance will be effected by the Underwriter. Bills of Lading will be countersigned by the Underwriter.

MELORES & CO., Agents.
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 12th Nov., 1928. [6977]

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Jefferson Tues., Nov. 20th, 3 a.m.
Pres. Lincoln Tues., Dec. 4th
Pres. Madison Tues., Dec. 18th
Pres. Jackson Tues., Jan. 1st

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The Short, Straight Route to America
Fortnightly sailings on Tuesdays

Pres. McKinley Tues., Nov. 13, 9 a.m.
Pres. Grant Tues., Nov. 27th
Pres. Cleveland Tues., Dec. 11th
Pres. Pierce Tues., Dec. 25th

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Pres. Harrison Sun., Dec. 2, 8 a.m.
Pres. Monroe Sun., Dec. 16, 8 a.m.

To Manila
Pres. Grant Nov. 20th, 6 p.m.
Pres. Lincoln Nov. 24th, 6 p.m.
Pres. Cleveland Dec. 4th, 6 p.m.

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COPENHAGEN.

The M.S. "MALAYA"
loading on or about
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For
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HAMBURG, BREMEN, COPENHAGEN and OTHER
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SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.
M.S. "Siam" 15th Dec. 1st Feb., 1929
M.S. "Panama" 22nd Dec. 8th Feb., "
M.S. "Danmark" 31st Dec. 1st Mar., "
M.S. "Java" 20th Jan. 24th Mar., "
M.S. "Australien" 11th Feb. 24th Mar., "
Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
[MARCASTLE BANK BUILDING,
Telephone C. 4072. Agents.] [14]

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

Will be despatched hence on the
19th NOVEMBER, 1928

For SYDNEY, MELBOURNE and ADELAIDE
Via MANILA, HOULO, SANDAKAN, TARAKAN, BALIKPAPAN and
RABAU.

For Freight and Passages, Apply to:—
DODWELL & CO., LTD., AGENTS,
Queen's Building. Tel. No. Central 1039.

HAMBURG-AMERICA LINIE.

NOTICE TO CONSIGNEES.

THE Steamer "SACHSEN" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as usual.

All Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th November, 1928, will be subject to Rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JOHN MANNERS & CO., Agents.
HONG KONG, 12th Nov., 1928. [6982]

PRINCE LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "CHINESE PRINCE" having arrived from the above Port on 7th instant, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on Tuesday, 18th instant, at 10 a.m.

All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the "Godowns," and all Goods remaining undelivered after the 14th instant, will be subject to Rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

FURNESS (WAR EAST), LTD.
2nd Floor, King's Building,
Cantonment Road, Hong Kong.
Telephone No. 8166.
Hong Kong, 7th Nov., 1928. [6982]

NOW

The New 1929
Olympia
Show Models
of the

Austin

Cars

have arrived in Hong Kong.

Prices:

Austin "7" ... \$1,365
Austin "12" ... \$2,675
Austin "16" ... \$3,050

The Austin 16 Light six is the first British six-cylinder car competing in price with light sixes manufactured in other countries, while still retaining that strength and reliability which have made British cars famous throughout the world.

It is very essential that everyone interested in these new models should make an early call at the sole agents

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(CHINA), LTD.

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K. 1486.

[A.P.B.16]

Just Arrived
Olympia
Show Models

Austin "7"
Open and Closed

Austin "12"
Clifton Tourer

Austin "16"
Light Six Cylinder

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	YUNNAN	On 14th Nov.	3 p.m.
SWATOW	TEAN	On 15th Nov.	9 a.m.
SWATOW & SHANGHAI	TEAN	On 15th Nov.	Noon
ROBINSON, PAKHOI & HAIPHONG	TEAN	On 17th Nov.	Noon
SWATOW, SHANGHAI & TIENTSIN	SUNNING	On 18th Nov.	9 a.m.
SWATOW & SHANGHAI	KIANGSU	On 18th Nov.	11 a.m.
SHANGHAI & DALI	KANCHOW	On 19th Nov.	Noon
AMOI, SHANGHAI & SHANTAO	SUITANG	On 20th Nov.	3 p.m.
SHANGHAI	HUPEI	On 21st Nov.	Noon
SWATOW & SHANGHAI	KWANGTUNG	On 23rd Nov.	Noon
SWATOW, SPORE & BANGKOK	HUICHOW	On 23rd Nov.	4 p.m.
WATKINS, CHENG & TIENTSIN	SHANTUNG	On 25th Nov.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	KAYING	On 25th Nov.	11 a.m.
SWATOW & SHANGHAI	ANTUNG	On 26th Nov.	6 a.m.
AMOI, SWATOW & SHANGHAI	KUBICHOV	On 26th Nov.	4 p.m.

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CHANGTE	7th December	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February, "	15th February, "

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S.S. "CITY OF PERTH"	Via Suez Canal	27th November
S.S. "CITY OF CHESTER"	Via Suez Canal	27th December

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FAST MOTOR VESSELS

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M.V. "MALAYAN PRINCE"	5th December
M.V. "ROYAL PRINCE"	31st December

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(19)



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PAUL LEBON	30th Nov.	CHENONCEAUX	30th Nov.
ANDRE LEBON	4th Dec.	PORTHOS	4th Dec.
PORTHOS	18th Dec.	ATHOS II	18th Dec.
CHENONCEAUX	1st Jan. 1929	D'ARTAGNAN	1st Jan. 1929
ATHOS II	15th Jan.	SEPHIR	15th Jan.
D'ARTAGNAN	29th Jan.	PAUL LEBON	29th Jan.
SEPHIR	12th Feb.	ANDRE LEBON	12th Feb.
G. METZINGER	26th Feb.	CHENONCEAUX	26th Feb.
PAUL LEBON	12th Mar.		

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

November 13th.

Arica, Norwegian str., 1,340 tons, Capt. C. Croger, from Taingtao, which port she left on November 8th, with 1,900 tons of coal, lying at buoy No. 851.—Shun Tai Hong.

Calcutta, British str., 2,674 tons, Capt. James W. Bundrea, from Manila, which port she left on November 10th, with 776 tons of general cargo, lying at Stonecutters.—Dodwell & Co.

Hector, British str., 6,341 tons, Capt. A. Ogden, from Liverpool, which port she left on October 13th, with 1,850 tons of general cargo for Hong Kong and 6,140 tons in transit, lying at Holt's Wharf.—B. & S.

Lima, British str., 1,356 tons, Capt. W. J. Larter, from Shanghai and Amoy, with a cargo of cement, lying at Holt's Wharf.—B. & S.

Mentawai, British str., 6,295 tons, Capt. W. Macleure, from Shanghai, which port she left on November 8th, with two tons of general cargo, lying at buoy No. A32.—B. & S.

Nochtern, German str., 1,169 tons, Capt. Kirchhoff, from Singapore, which port she left on November 8th, with a general cargo, lying at Kowloon Wharf.—Johnson & Co.

Nov, Norwegian str., 688 tons, Capt. James Olsen, from Bangkok, which port she left on November 2nd, with 14,545 bags of rice, lying at buoy No. C17.—K. Larsen Co.

November 13th.

Daishu Maru, Japanese str., 1,893 tons, Capt. Jorri, from Miki, which port she left on November 8th, with a cargo of coal, lying at Yumati.—M.B.K.

Deli Maru, Japanese str., 1,893 tons, Capt. L. Yamamoto, from Canton, lying at O.S.K. Wharf.—O.S.K.

Glenish, British str., 3,803 tons, Capt. P. L. Sanders, from Shanghai, which port she left on November 10th, with a general cargo, lying at buoy No. A1.—Jardine, Matheson & Co.

Hanoi, French str., 630 tons, Capt. L. J. Crutent, from Port Bayard, with a general cargo, lying at buoy No. C45.—Messageries Maritimes.

Kinderpore, British str., 3,263 tons, Capt. F. D. Pigot, from Shanghai, which port she left on November 10th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Palz, German str., 4,375 tons, Capt. Carl Fritz, from Bremen via Singapore. The former port she left on September 15th, with a general cargo, lying at Kowloon Wharf.—Melchers & Co.

Sandviken, Norwegian str., 1,775 tons, Capt. A. Nowella, from Miki, which port she left on November 6th, with a cargo of coal, lying at Stonecutters.—Williams Co.

Soochow, British str., 1,594 tons, Capt. J. A. McCulloch, from Canton, lying at buoy No. B9.—B. & S.

Teau, British str., 1,367 tons, Capt. E. H. Histed, from Hoihow, with 1,258 tons of general cargo, lying at buoy No. B34.—B. & S.

Van Heule, Dutch str., 2,749 tons, Capt. Vancoff, from Singapore, which port she left on November 7th, with a general cargo, lying at buoy No. A4.—J.C.J.L.

PASSENGERS.

Arrivals.

Per s.s. *Pala*, from Bremen via Singapore, on November 13th.—Miss Knippenberg, Mr. Zaurics, Mr. and Mrs. Prinzhorn.

The following passengers arrived here from the United Kingdom on November 13th by the s.s. *Hector*:—Mrs. M. S. P. Bethell and infant, Mr. P. Bethell, Mr. H. Bethell, Mrs. T. Carey, Mr. H. L. Carey, Mr. H. L. Carey, Mr. D. Cochran, Mr. D. S. Fitzgerald, Mr. W. P. Finch, Mr. and Mrs. H. S. Gordon, Miss Gordon, Mrs. Hale and two children, Mr. J. W. Howells, Miss K. Hunter, Miss I. Ingham, Mr. and Mrs. H. C. Jones, Miss L. M. Johnson, Mr. T. Jones, Mr. J. T. Jones, Mr. and Mrs. H. G. Millett, and infant Mrs. M. K. More, Mrs. Morris and two children, Mr. and Mrs. W. J. Roberts, Mr. W. Scott, Mr. and Mrs. J. G. Meyer, Mr. G. Parker, Mrs. O. Waters, Mr. G. H. Wilson, Mrs. Wilson, Mr. and Mrs. Watkins, Mr. Y. Pottinger, and Mr. W. E. Wal-mough.

The following passengers left here on November 12th by the s.s. *Admiral Maru* for Japan via Shanghai:—Mr. D. W. Korce, Mr. H. Ore, Mr. T. Kawa, Mr. and Mrs. C. E. Jones, Lieut. M. Botti, Miss E. A. Davis, Mr. T. A. Harris, Mrs. E. M. Harris, Mr. and Mrs. J. S. Hay, Miss E. A. Mauchan, Mr. A. Parr, Mrs. M. E. Parr, Master D. A. Farr, Capt. G. Pini, Miss P. E. Wilkison, Mrs. I. D. Wilson, Mr. B. B. Boddy, Mrs. E. A. Boddy and three children, Mr. R. S. Dalgetty, Mrs. H. W. Dalgetty, Mr. G. Dalling, Mr. F. W. Sheppard, Mr. R. Smith, Mrs. S. Beardsley, Mr. T. Kozumi, Mr. J. M. T. Morsey, Mr. S. Ohara, Mr. M. Tanaka, Mrs. Y. Tanaka, Miss T. Tanaka, Mr. B. I. Chambers, Mrs. E. Chambers, Mr. C. W. Johns, Mr. S. Katoka, Mr. S. Okamoto, Master Y. Matsudaira, Miss V. J. Myers, Mr. S. Nakamura, Mr. F. Ninomiya, Mrs. K. Ninomiya, Master T. Ninomiya, Mr. O. Onosaki, Mr. I. Okuda, Mr. K. Okugawa, Mr. T. Sakurai, Mr. K. Sangu, Mr. S. Satoh, Lt. Comdr. R. Stephens, A. I. Stephens, Miss E. L. Stephens, Mr. F. Yamana, Mr. R. Fujii, Mr. M. Fujii, Mr. and Mrs. E. V. Gatenby, Miss E. George, Mr. S. Kamiya, Mr. K. Miyazawa, Mr. R. Fujimura.

Per s.s. *Korea Maru*, for San Francisco via ports, on November 13th.—Mr. Rev. Bishop Fourquet, Miss J. G. Brown, Mr. S. H. Whit-take, Mr. H. Murayama, Mrs. L. M. da Silva, Mr. Wong Wan Sui, Mrs. T. Chiba, Mr. W. Lawson, Mr. E. Leaur, Mrs. E. Stewart, Miss E. Smith, Mr. L. W. Park, Mr. W. A. Hohweg, Mr. P. D. Anderson, Miss N. W. Lockton, Mrs. J. Acutana, Mr. Yunk Hok Po, Mr. Wong Kwai San, Mrs. Leunk Chow Wan.

Departures.
The following passengers left here on November 12th by the s.s. *Admiral Maru* for Japan via Shanghai:—Mr. D. W. Korce, Mr. H. Ore, Mr. T. Kawa, Mr. and Mrs. C. E. Jones, Lieut. M. Botti, Miss E. A. Davis, Mr. T. A. Harris, Mrs. E. M. Harris, Mr. and Mrs. J. S. Hay, Miss E. A. Mauchan, Mr. A. Parr, Mrs. M. E. Parr, Master D. A. Farr, Capt. G. Pini, Miss P. E. Wilkison, Mrs. I. D. Wilson, Mr. B. B. Boddy, Mrs. E. A. Boddy and three children, Mr. R. S. Dalgetty, Mrs. H. W. Dalgetty, Mr. G. Dalling, Mr. F. W. Sheppard, Mr. R. Smith, Mrs. S. Beardsley, Mr. T. Kozumi, Mr. J. M. T. Morsey, Mr. S. Ohara, Mr. M. Tanaka, Mrs. Y. Tanaka, Miss T. Tanaka, Mr. B. I. Chambers, Mrs. E. Chambers, Mr. C. W. Johns, Mr. S. Katoka, Mr. S. Okamoto, Master Y. Matsudaira, Miss V. J. Myers, Mr. S. Nakamura, Mr. F. Ninomiya, Mrs. K. Ninomiya, Master T. Ninomiya, Mr. O. Onosaki, Mr. I. Okuda, Mr. K. Okugawa, Mr. T. Sakurai, Mr. K. Sangu, Mr. S. Satoh, Lt. Comdr. R. Stephens, A. I. Stephens, Miss E. L. Stephens, Mr. F. Yamana, Mr. R. Fujii, Mr. M. Fujii, Mr. and Mrs. E. V. Gatenby, Miss E. George, Mr. S. Kamiya, Mr. K. Miyazawa, Mr. R. Fujimura.

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CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928-1929:

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF RUSSIA	Jan. 9	Jan. 13	Jan. 15	Jan. 17	Jan. 28
EMPERESS OF ASIA	Jan. 23	Jan. 28	Jan. 31	Feb. 1	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 18	Feb. 21	Feb. 23	Mar. 2
EMPERESS OF RUSSIA	Mar. 9	Mar. 13	Mar. 15	Mar. 17	Mar. 28
EMPERESS OF ASIA	Mar. 23	Mar. 28	Mar. 31	Apr. 1	Apr. 9
EMPERESS OF FRANCE	Apr. 13	Apr. 18	Apr. 21	Apr. 23	Apr. 31
EMPERESS OF RUSSIA	May 9	May 13	May 15	May 17	May 28
EMPERESS OF ASIA	May 23	May 28	May 31	Jun. 1	Jun. 9
EMPERESS OF FRANCE	Jun. 13	Jun. 18	Jun. 21	Jun. 23	Jun. 31
EMPERESS OF RUSSIA	Jul. 9	Jul. 13	Jul. 15	Jul. 17	Jul. 28
EMPERESS OF ASIA	Jul. 23	Jul. 28	Jul. 31	Aug. 1	Aug. 9

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.

"EMPERESS OF CANADA"

Via SINGAPORE-COLOMBO-PORT SAID.

Leave Hong Kong	November 23	Arrive Singapore	December 2
Leave Singapore	December 2	Arrive Colombo	December 6
Leave Colombo	December 6	Arrive Port Said	December 16
Leave Port Said	December 16	Arrive Plymouth	December 23

HONGKONG-MANILA SERVICE

Leave Hong Kong	November 23	Arrive Manila	December 2
Leave Manila	December 2	Arrive Hong Kong	December 23

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THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express	Tel. C. 42	Cables: "NAUTILUS."

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THROUGH BOOKING TO EUROPE AT REDUCED RATES

2120, 2112, 2110, 2102, 2033, VIA SAN FRANCISCO.

6940, 6942 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SEIKO MARU ... Tuesday, 17th Nov.

SIBERIA MARU ... Tuesday, 11th Dec.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HARUNA MARU ... Saturday, 12th Nov.

KITANO MARU ... Saturday, 1st Dec.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU (Calla Zamboanga) ... Wednesday, 21st Nov.

TANTO MARU ... Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

FUKU MARU ... Tuesday, 17th Nov.

TOIOMURA MARU ... Sunday, 2nd Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINGO MARU ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Sunday, 9th Dec.

NEW YORK and BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 26th Nov.

ASUKA MARU ... Saturday, 8th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.

TOYOOKA MARU ... Wednesday, 13th Nov.

DAKAR MARU ... Friday, 21st Dec.

CAIRO via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 18th Nov.

SHANGHAI, KOBÉ & YOKOHAMA.

KAMAKURA MARU (Kobe direct) ... Monday, 19th Nov.

NAGATO MARU (Mojiko direct) ... Tuesday, 20th Nov.

DURBAN MARU ... Wednesday, 21st Nov.

ATSUTA MARU ... Tuesday, 27th Nov.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN-DELI and
PENANG, on 22nd November, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$128.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YONG BATAVIA, OCEAN ROAD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT
RETURNS.

INCREASE FOR LOCAL
IMPORTS.

VERY HIGH THROUGH CARGO.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday were very good. The imports showed an increase of over 2,000 tons, while through freights were extremely high with good contributions by British vessels. Sixteen arrivals and eleven departures were shown of which eight arrivals and three departures were British ships.

Fourteen vessels contributed to a total of 14,339 tons of merchandise discharged at this port. Several were British vessels, with cargo amounting to 5,874 tons. The best returns were from the s.s. *Avica* (Norwegian) with 1,900 tons of coal from Tsingtao, and the s.s. *Kiangsu* (British) from Bangkok and Swatow with 1,340 tons of rice and general cargo.

Through freights carried by eleven vessels amounted to 37,375 tons and six British vessels carried 17,440 tons. The best carrier was the s.s. *Pfalz* (German) from Bremen and Singapore with 9,055 tons of general cargo. The s.s. *Glendiel* (British) was next with 8,925 tons from Vladivostok and Shanghai. Two other vessels also made heavy contributions of over 6,000 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	3	3
Norwegian	3	1
German	3	1
Japanese	1	2
Chinese	1	3
Danish	0	1
Total	16	11

DETAILS OF FREIGHTS.

Menelaus (British) from Otaru and Shanghai with 945 tons of general cargo for through ports.
Hector (British) from Liverpool and Singapore with 1,700 tons of general cargo and 5,246 tons for through ports.

Zinn (British) arrived from Shanghai and Amoy with 120 tons of general cargo and 350 tons for through ports.

Kiangsu (British) from Bangkok and Swatow with 1,340 tons for Hong Kong.

Tean (British) arrived from Hoihow with 1,256 tons of general cargo and 1,201 tons for through ports.

Fenchow (British) arrived from Canton with 800 tons of general cargo for through ports.

Glendiel (British) arrived from Vladivostok and Shanghai with 175 tons of vegetable cargo and 6,925 tons of Soya beans, tea and timber for through ports.

Calulu (British) arrived from Port Augusta and Manila with 776 tons of general for Hong Kong.

Van (Norwegian) arrived from Bangkok with 14,545 bags of rice for this port.

Hirundo (Norwegian) arrived from Bangkok with 1,694 tons of rice and general cargo, and 50 tons for Swatow.

(Continued on next Column).

DAILY WATERFRONT
NEWS.

8330 WORTH OF TACKLE
STOLEN.

[ST. LOUIS-HOPEMAN.]

A report has been made to the Police by Mr. W. V. Robson, Chief engineer of the s.s. *Purris*, that between Sunday and Monday twelve sets of iron pulleys and chain valued at \$300 and four coil shovels valued at \$20 were stolen from the ship.

Notification To Mariners.

A notification to Mariners states that "The rock buoy marking the Western extremity of Prosopine Rocks was removed on Sunday, November 11th."

Rough Seas Reported.

Nearly all vessels arriving here yesterday made reports of experiencing rough weather. Vessels from Shanghai and Northern ports reported heavy monsoon, while vessels from Singapore and Manila made reports of rough seas and strong N.E. Monsoons.

Suicide On The S.S. "Kiangsu."
The master of the s.s. *Kiangsu* (British) arriving from Bangkok and Swatow reports that a male passenger committed suicide by jumping overboard during the voyage to Swatow.

The vessel left Bangkok on November 2nd.

Marine Court Cases.

Two trading junk masters were summoned to appear before Comdr. J. B. Newell, D.S.O., R.N., at the Marine Court yesterday morning for causing obstruction by anchoring in the Southern Fairway.

Only one defendant appeared in Court and pleading guilty he was fined \$10 with the alternative of 10 days' hard labour. The other defendant who failed to appear had his bail of \$10 forfeited.

Two mistresses and two masters of cargo boats were also summoned for lying inshore at a distance of less than 100 yards from the low water mark. One of the mistresses failed to appear and her bail of \$10 was forfeited. Pleading guilty the other three defendants were fined \$10 with the usual alternative.

Atlantic Deck Passengers.

Six vessels brought 235 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

SUNRISE AND SUNSET.

To-day ... 6.35 a.m. ... 5.41 p.m.
To-morrow ... 6.33 " ... 5.40 "
Friday ... 6.33 " ... 5.40 "

Avica (Norwegian) arrived from Tsingtao with 1,900 tons of coal for Hong Kong and 2,500 tons for through ports.

Pfalz (German) arrived from Bremen and Singapore with 926 tons of general cargo, and 9,058 tons for through ports.

Sachana (German) arrived from Hamburg and Singapore with 1,793 tons of general cargo for this port and 6,330 tons for through ports.

Kathe (German) arrived from Dairen and Cheloo with 200 tons of beans and fruit, and 1,400 tons of beans and bean oil for other ports.

VESSELS EXPECTED.

American Mail Line.

President Grant, Nov. 10th.

Australian-Orion Line.

Change, Dec. 7th.

Taiping, January 4th.

Bank Line.

City of Perth, to-morrow.

Suvaric, Nov. 29th.

City of Chester, Nov. 30th.

City of Lahore, Dec. 8th.

City of Bedford, Dec. 21th.

City of Madras, Dec. 25th.

Leverbank, January 6th.

Ben Line.

Benlomund, to-day.

Blue Funnel Line.

Irion, Nov. 17th.

Purris, Nov. 17th.

Perseus, Nov. 18th.

Titan, Nov. 20th.

Helena, Nov. 24th.

Tyndarus, Nov. 25th.

Asphalion, Nov. 27th.

Antenor, Nov. 28th.

Glaucus, Nov. 30th.

Philodetes, Dec. 8th.

Diomed, Dec. 11th.

Aeneas, Dec. 17th.

Protesilaus, Dec. 18th.

Hector, Dec. 24th.

Thesus, Dec. 28th.

Atrius, Dec. 29th.

Achilles, January 6th.

Ningbo, January 8th.

Takabius, January 8th.

Lycoris, January 10th.

Sarpedon, January 10th.

Emesia, January 11th.

Automedon, January 16th.

Tydeus, January 20th.

Dolius, January 21st.

Keeman, January 31st.

Calchas, February 3rd.

Proetus, February 7th.

Phemius, February 7th.

Autolytus, February 8th.

Teucer, February 20th.

British-India and Apar Line.

Truveland, to-day.

Takada, Nov. 18th.

Talamba, Nov. 25th.

Talamba, Nov. 26th.

Talamba, Dec. 7th.

Talamba, Dec. 16th.

Santha, Dec. 25th.

Canadian Pacific Line.

Empress of Canada, Nov. 21st.

Empress of France, Nov. 23rd.

Dodwell & Co.

Calulu, to-day.

Romolo, Dec. 6th.

Dollar S.S. Line.

President Garfield, Nov. 17th.

President Lincoln, Nov. 23rd.

East Asiatic Co., Copenhagen.

Siam, Dec. 15th.

Malaya, Dec. 15th.

Panama, Dec. 15th.

Danmark, Dec. 31st.

Java, January 30th.

Australia, February 11th.

Eastern and Australian Line.

Tanda, Nov. 23th.

St. Albans, Dec. 3rd.

Arifara, January 7th.

Glen Line.

Gleniffer, Nov. 23rd.

Gleniffer, Dec. 12th.

Gleniffer, Dec. 31st.

Gleniffer, January 6th.

Hamburg-America Line.

Duisburg, Nov. 23rd.

Oldenburg, Dec. 8th.

Starland, Dec. 31st.

Starland, Jan. 4th.

Havelland, January 21st.

Java-China-Japan Line.

Tijubao, Nov. 16th.

Tijubao, Nov. 18th.

Tijubao, Nov. 21st.

Tijubao, November 28th.

Tijubao, Nov. 30th.

Tijubao, Dec. 3rd.

Tijubao, December 5th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS (SUBJECT TO ALTERATION WITHOUT NOTICE)

UNITED KINGDOM & CONTINENT

ELLERMAN LINE

"CITY OF GLASGOW" ... Harve, London, Rotterdam & Hamburg ... 14th November

"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th December

"CITY OF LAHORE" ... London, Rotterdam & Hamburg ... 9th January

Passenger Steamer—Fares to London—1st Class £20; 2nd Class £15.

BOSTON, NEW YORK & BALTIMORE

AMERICAN AND MANCHURIAN LINE

"CITY OF PERTH" ... via Suez Canal ... 27th November

"CITY OF CHESTER" ... via Suez Canal ... 27th December

